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No. 87-.....

Supreme Court, U.S.
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IN THE

Supreme Court of the United States

OCTOBER TERM 1987

TEXAS EASTERN TRANSMISSION CORPORATION,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

PETITION FOR WRIT OF CERTIORARI TO THE UNITED STATES COURT OF APPEALS FOR THE DISTRICT OF COLUMBIA CIRCUIT

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December 14, 1987

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QUESTION PRESENTED

Whether the Federal Energy Regulatory Commission possesses statutory authority to impose common carrier obligations on natural gas pipeline companies.

PARTIES TO THE PROCEEDING

The following parties appeared in the proceedings before the court of appeals:

Air Products and Chemicals, Inc.
Alabama-Tennessee Natural Gas Company
Algonquin Gas Transmission Company
American Bakers Assocation
American Gas Association
American Iron & Steel Institute
American Paper Institute, Inc.
American Public Gas Association
Amoco Gas Company
Amoco Production Company
ANR Pipeline Company
Arco Oil and Gas Company
Arizona Electric Power Cooperative, Inc.
Arizona Public Service Company
Arkla, Inc.
Armstrong World Industries
Ashland Corporation
Ashland Exploration, Inc.
Associated Gas Distributors
Association of Texas Intrastate Natural Gas Pipelines
Atlanta Gas Light Company
Baltimore Gas and Electric Company
Bethlehem Steel Corporation
Brooklyn Union Gas Company
Cabot Corporation
Carolina Utility Customers Association, Inc.
Cascade Natural Gas Corporation
Central Illinois Light Company
Champlin Petroleum Company
Chemical Manufacturers Association
Chevron U.S.A. Inc.
Cities Service Oil and Gas Corporation
Citizens Energy Corporation

City of Willcox, Arizona
Colorado Interstate Gas Company
Columbia Gas Distribution Companies
Columbia Gas Transmission Corporation
Columbia Nitrogen Corporation
Commonwealth of Kentucky Public Service Commission
Conoco, Inc.
Consolidated Edison Company of New York, Inc.
Consolidated Gas Transmission Corporation
Consumers Power Company
CP National Corporation
Delhi Gas Pipeline Corporation
Diamond Shamrock Exploration Company
El Paso Natural Gas Company
Elizabethtown Gas Company
Entex, Inc.
Exxon Corporation
Fertilizer Institute
Florida Gas Transmission Company
Foothills Pipe Lines (Yukon) Ltd.
Gas Distributors Information Service
Interstate Natural Gas Association of America
K.N. Energy, Inc.
Kerr-McGee Corporation
Kansas Power and Light Company
Laclede Gas Company
Louisiana Intrastate Gas Corporation
Marathon Oil Company
Maryland Industrial Group
Maryland People's Counsel
Memphis Light, Gas and Water Division
MESA Operating Limited Partnership
Michigan Consolidated Gas Company
Michigan Gas Storage Company
Michigan Public Service Commission
Minnesota Public Utilities Commission

Mobil Oil Corporation
Monterey Pipeline Company
National Association of Regulatory Utility Commissioners
Natural Gas Pipeline Company of America
Nipro, Inc.
North Shore Gas Company
Northern Illinois Gas Company
Northern Natural Gas Company
Northern Valley Environmental Council
Northwest Central Pipeline Corporation
Northwest Gas Company
Northwest Pipeline Corporation
Ohio Oil and Gas Association
Oklahoma Natural Gas Company
Pacific Gas and Electric Company
Pacific Gas Transmission Company
Pan-Alberta Gas, Ltd.
Panhandle Eastern Pipeline Corporation
Panhandle Producers and Royalty Owners Association
Pennsylvania Public Utility Commission
Pennzoil Company
Peoples Gas Light and Coke Company
Phelps Dodge Corporation
Philadelphia Electric Company
Phillips Petroleum Company
Piedmont Natural Gas Company
Placid Oil Company
Process Gas Consumers Group
Producer's Gas Company
Public Service Commission of the State of New York
Public Service Electric and Gas Company
Public Utilities Commission of the State of California
Salt River Project Agricultural Improvement and Power District
Shell Offshore, Inc.
Shell Western Electric and Power Inc.

Sohio Petroleum Company
South Carolina Pipeline Corp.
South Jersey Gas Company
Southern California Gas Company
Southern Indiana Gas and Electric Company
Southern Natural Gas Company
State Corporation Commission of the State of Kansas
State of Connecticut
State of Louisiana
State of Michigan
Sun Exploration and Production Company
Tenneco Oil Company
Tennessee Gas Pipeline Company
Tenngasco Corporation
Texaco, Inc.
Texas Eastern Transmission Corporation
Texas Gas Exploration Corporation
Texas Gas Transmission Corporation
Transcontinental Gas Pipe Line Corporation
Transok, Inc.
Transwestern Pipeline Company
Trunkline Gas Company
UGI Corporation
Union Oil Company of California
United Distribution Companies
United Gas Pipe Line Company
Valero Transmission Company
Washington Gas Light Company
Washington Natural Gas Company
Weirton Steel Corporation
Westcoast Transmission Company Limited
West Virginia Consumer Advocate
Wisconsin Power & Light Company

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v.

FEDERAL ENERGY REGULATORY COMMISSION,

Respondent.

PETITION FOR A WRIT OF CERTIORARI TO THE UNITED STATES COURT OF APPEALS FOR THE DISTRICT OF COLUMBIA CIRCUIT

Texas Eastern Transmission Corporation ("Texas Eastern")[1] petitions for a writ of certiorari to review the judgment of the United States Court of Appeals for the District of Columbia Circuit in this case.

OPINIONS BELOW

The opinion of the court of appeals is reported at *Associated Gas Distributors* v. *FERC*, 824 F.2d 981 (D.C. Cir. 1987), and is reproduced in the Joint Appendix ("JA") compiled by Texas Eastern, the Interstate Natural Gas Association of America and the Arizona Electric Power Cooperative, Inc. The order of the Federal Energy Regulatory Commission ("FERC" or "Commission") is reported at *Regulation of Natural Gas Pipelines After Partial Wellhead Decontrol*, 1981-85 FERC Reg's Preambles (CCH) ¶ 30,665

[1] Texas Eastern is a wholly owned subsidiary of Texas Eastern Corporation.

(1985) ("Order No. 436"), and limited excerpts from it are reproduced in the JA.

JURISDICTION

The judgment of the court of appeals was entered on June 23, 1987. *See* JA at 147a. Petitions for rehearing were denied on September 15, 1987. *See* JA at 145a. The jurisdiction of this Court is invoked under 28 U.S.C. § 1254(1) (1982).

STATUTES INVOLVED

This case involves the interpretation of sections 5 and 7 of the Natural Gas Act, 15 U.S.C. § 717d and § 717f (1982), and sections 311(a) and 602(b) of the Natural Gas Policy Act of 1978, 15 U.S.C. § 3371(a) and § 3432(b) (1982). *See* JA at 153a-164a.

STATEMENT OF THE CASE

The decision of which Texas Eastern seeks certiorari approves actions of the FERC that effect fundamental changes in the structure of the natural gas industry. Natural gas pipelines have traditionally functioned as integrated merchants and transporters of gas. Historically, pipelines have contractually agreed to incur utility obligations to supply natural gas to local distribution companies, which resold gas to consumers. To meet these utility obligations, pipelines have purchased gas from numerous producers at or near the point of production and transported the gas from these many sources in a commingled stream to the point of resale to the local distribution companies.

This structure was dramatically altered when, on October 9, 1985, the FERC issued Order No. 436. The court below described the FERC's action as contemplating "a complete restructuring of the natural gas industry." JA at 17a. The court of appeals further observed that these

changes would rank among the regulatory milestones of the industry.

In its order the FERC stated that certain changes in the natural gas industry since the 1938 enactment of the Natural Gas Act ("NGA"), 15 U.S.C. §§ 717-717w (1982), necessitated a restructuring of its role in regulating the industry. Two such developments assumed particular importance in the FERC's eyes: first, the development of a nationwide network of pipelines now enables gas to be moved between virtually any two points in the nation. Second, the stimulation of natural gas production that followed Congress' enactment of the Natural Gas Policy Act of 1978 ("NGPA"), 15 U.S.C. §§ 3301-3432 (1982), has created an increasingly competitive market for gas at the wellhead. In light of these developments, the FERC envisioned that its role in the regulation of the sale of gas as a commodity would decline, while its role in the regulation of the transportation of gas would continue. To adjust its regulations accordingly, the FERC determined that it was necessary to disintegrate (or, in the jargon of the industry, "unbundle") the merchandising of gas and the providing of transportation services.

Order No. 436 achieved this unbundling by dictating that all transportation provided pursuant to section 311 of the NGPA or under authority of blanket certificates of public convenience and necessity issued under section 7 of the NGA would comply with certain conditions, two of which are of particular importance. First, the pipelines' firm sales customers would have to be afforded the unilateral right to reduce or eliminate their pre-existing, privately negotiated contractual obligations to purchase gas from the pipelines so that they could buy gas directly for their own account in the increasingly competitive wellhead market. Second, the pipelines would have to offer "open access," or transportation service on equal terms to every potential shipper so that gas

could be shipped readily by anyone from the wellhead to the pipelines' former sales customers.

This "open access" requirement shifted the entire focus of natural gas pipeline companies' obligations. For nearly fifty years of regulation under the NGA, pipelines had been viewed as having utility-type service obligations to consumers of natural gas. Under Order No. 436, in contrast, pipelines would have common carrier obligations to shippers of gas, who are in many cases producers and brokers of natural gas.

Scores of parties representing all segments of the natural gas industry petitioned the United States Court of Appeals for the District of Columbia Circuit to review Order No. 436. While the court of appeals remanded the order to the FERC to rectify certain problems the court perceived in the order, the court upheld the fundamental premise underlying Order No. 436, *i.e.*, that the FERC had statutory authority to mandate open access transportation.[2]

In Order No. 436 the FERC skirted the issue of whether it had authority to impose common carrier obligations on gas pipelines by arguing that it had not mandated open access because a pipeline's decision to transport subject to Order No. 436 was voluntary. The court of appeals rejected the FERC's rationale for avoiding the statutory authority question, and instead directly addressed the issue of the Commission's power to mandate open access transportation under the NGA and the NGPA. The court concluded that the Commission had authority under the NGA to issue remedial

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[2] On August 7, 1987, the FERC issued its order on remand that addressed the infirmities in Order No. 436 that the court of appeals had noted. The FERC retained the open access requirement. *See Regulation of Natural Gas Pipelines After Partial Wellhead Decontrol,* III Fed. Energy Guidelines (CCH) ¶ 30,761 (1987).

orders that would have the effect of imposing common carrier obligations on gas pipelines. JA at 26a-29a. The court also sustained the Commission's authority to impose the open access requirement on transportation under the NGPA. JA at 34a-39a.

REASONS FOR GRANTING THE WRIT

1. Certiorari should be granted to reverse the unwarranted expansion of the Federal Energy Regulatory Commission's authority by the court below.

The decision below reflects an expansive view of the FERC's statutory authority to impose common carrier obligations that even the Commission has not advanced. The court has bestowed upon the FERC powers that Congress considered and denied the Commission in the context of the NGA. In the NGPA Congress expressly prohibited the Commission from exercising such powers. This Court must grant certiorari to correct this frustration of Congressional intent.

a. The Commission's Order No. 436 imposes common carrier obligations on pipelines.

The open access requirement of Order No. 436, which compels pipelines to transport for any party that requests service, constitutes a common carriage obligation. The obligation to provide service without discretion is the essence of common carriage. *See FCC* v. *Midwest Video Corp.*, 440 U.S. 689 (1979). In *Midwest Video* this Court found that the imposition of a requirement that divested cable television system operators of discretion to determine who could use certain channels imposed a common carrier obligation on those operators:

> With its access rules, however, the Commission has transferred control of the content of access cable channels from cable operators to members of the public who wish to communicate by the cable medium. Effectively,

> the Commission has relegated cable systems, *pro tanto,* to common-carrier status. . . . A common carrier does not 'make individualized decisions, in particular cases, whether and on what terms to deal.'
>
> The access rules plainly impose common carrier obligations on cable operators. Under the rules, cable systems are required to hold out dedicated channels on a first-come, nondiscriminatory basis.

Id. at 700-01 (citations omitted). Order No. 436 has precisely this effect; it denies pipelines the right to make individualized decisions, in particular cases, as to whether and on what terms to provide transportation services.

b. The Natural Gas Act does not authorize the Commission to impose common carrier obligations.

In nearly fifty years of regulation under the NGA the Commission has never claimed, and until the opinion below the courts had never ascribed to the FERC, the authority to impose common carrier obligations on gas pipelines under the NGA. Relationships among companies in the natural gas industry were structured by individualized contracts. *See United Gas Pipe Line Co.* v. *Mobile Gas Service Corp.,* 350 U.S. 332, 339 (1956); *Pennzoil Co.* v. *FERC,* 645 F.2d 360, 373 (5th Cir. 1981), *cert. denied,* 454 U.S. 1142 (1982). The Commission merely exercised veto power over contracts placed before it for certification. *See FPC* v. *Transcontinental Gas Pipe Line Corp.,* 365 U.S. 1, 17 (1961). Except in situations conforming to the requirements of section 7(a), which concerns sales service to local distribution companies immediately adjacent to existing pipeline facilities, the Commission had no power under the NGA to impose service obligations on interstate pipelines. *Panhandle Eastern Pipe Line Co.* v. *FPC,* 204 F.2d 675, 679-81 (3d Cir. 1953); *Panhandle Eastern Pipe Line Co.,* 15 F.P.C. 46, 56-59 (1956), *aff'd, Central West Util. Co.* v. *FPC,* 247 F.2d 306,

311 (3d Cir. 1957); *Consolidated Gas Co.*, 28 F.E.R.C. (CCH) ¶ 61,350 (1984). *See also Rural Energy Systems, Inc.*, 34 F.E.R.C. (CCH) ¶ 61,389 at 61,723 n.12 (1986) (§ 7(a) does not grant Commission authority to order a pipeline to provide transportation service); *Manufacturers Light & Heat Co.*, 39 F.P.C. 294 (1968) (§ 7(a) does not grant Commission authority to order one pipeline to serve another pipeline).

This view of the Commission's authority under the NGA was fully consistent with Congressional intent, which indicated that interstate gas pipelines should not be compelled to transport gas. In its first legislation pertaining to interstate pipelines — the Interstate Commerce Act of 1906 — Congress expressly exempted natural gas pipelines from the definition of common carriers. Pub. L. No. 59-337, 34 Stat. 584. Congress later rejected proposed amendments to the Interstate Commerce Act that would have made natural gas pipelines common carriers. *See* S. 3345, 63d Cong., 2d Sess., 50 Cong. Rec. 5847-49 (1913). In 1935, Congress considered a precursor of the NGA that contained provisions requiring natural gas companies to transmit gas for any person upon reasonable request and authorizing the Commission to order them to do so. H.R. 5423, 74th Cong., 1st Sess. §§ 303, 304 (1935). After extensive hearings the bill was never enacted. *See Hearings on H.R. 5423 Before the Comm. on Interstate and Foreign Commerce*, 74th Cong., 1st Sess. 1646 (1935).

Consistent with this legislative history and pattern of regulation under the NGA, the FERC refrained from asserting statutory authority to impose common carrier obligations in Order No. 436. The FERC stated "the Natural Gas Act does not expressly *require* pipelines to transport for others as an affirmative duty." Order No. 436 at 31,500-01. Rather than asserting the power to impose common carrier obligations, the FERC claimed it could "condition" its authorization of

transportation service on a pipeline's willingness to assume an affirmative duty to transport for others and to forgo its right to choose for whom it would provide service. *Id.* The FERC reasoned that open access was voluntary and that the issue of the FERC's statutory authority to impose common carrier obligations was not presented.

The court of appeals rejected the FERC's claim that open access was voluntary, aptly comparing a pipeline's predicament to choosing between death by hanging or by firing squad. JA at 81a. This shifted the focus of the case to the issue of the FERC's statutory authority to order mandatory open access transportation by pipelines for parties that the pipelines would not otherwise choose to serve. The decision of the court of appeals upholding the open access requirement therefore has much more significant ramifications than an affirmance on the basis of the Commission's reasoning, since it purports to extend the Commission's authority to encompass powers not previously attributed to the Commission.

The court reasoned that the Commission had the authority to impose common carriage obligations on pipelines under the NGA because the NGA does not explicitly deny the FERC such authority, and because the legislative history, though it contains several occasions in which Congress rejected proposals to impose common carriage obligations upon gas pipelines, was not sufficiently emphatic to bar the Commission from imposing such obligations. JA at 25a-27a. The court described the limits on the FERC's authority to impose common carrier obligations as "at best ambiguous." JA at 34a.

The court's rationale that the Commission had authority to impose common carrier obligations because such authority was not explicitly denied FERC is directly contrary to established principles of administrative law. For example, in

reviewing an order of the Civil Aeronautics Board, this Court stated that "the fact is that the Board is entirely a creature of Congress and the determinative question is not what the Board thinks it should do but what Congress has said it can do." *CAB* v. *Delta Air Lines, Inc.*, 367 U.S. 316, 322 (1961). *See also United States* v. *Seatrain Lines, Inc.*, 329 U.S. 424, 430-31 (1947). Agencies possess only those powers expressly bestowed upon them, not all powers except those expressly denied them. Because the only power to compel service that Congress expressly bestowed upon the FERC was the limited authority contained in section 7(a), the Commission has no greater authority to compel service.

c. The Natural Gas Policy Act expressly bars the Commission from imposing common carrier obligations.

The NGPA is also devoid of authority to compel a regulated company to provide transportation service. Indeed, the NGPA explicitly denies the FERC authority to place upon pipelines an obligation to transport for all who request it. Section 602(b) states:

> (b) Common Carriers — No person shall be subject to regulation as a common carrier under any provision of Federal or State law by reason of any transportation . . . authorized by the Commission under section [311(a)] of this [Act].

15 U.S.C. § 3432(b) (1982).

The FERC has recognized this limitation on its authority under section 311(a) of the NGPA. In an early rulemaking order implementing section 311 the Commission stated:

> There is no indication in section 311(a)(1), or in its legislative history, that interstate pipelines were intended to be required to render transportation services. Indeed, section 602(b)(2) specifically states that no person shall become a common carrier by reason of section 311(a) transportation. Thus, the Commission is

> without authority to require transportation services by interstate pipelines solely by reason of section 311(a)(1).

Final Part 284 Regulations Under The Natural Gas Policy Act of 1978, 1977-81 FERC Reg's Preambles (CCH) ¶ 30,081 (1979). Similarly, in Order No. 436 the Commission did not directly assert authority to impose common carrier obligations under the NGPA, reasoning instead that pipelines would incur such obligations voluntarily.

The court of appeals, however, found that the FERC had authority to impose common carrier obligations in spite of the express prohibition of section 602(b). To do so the court was required to give section 602(b) a highly strained reading. The court stated that section 602(b) was meant to restate the obvious: that federal regulation of transportation under authority of section 311 preempted state regulation of the same transportation. JA at 35a-37a. The legislative history of the NGPA, which is silent on the subject of the intent of section 602(b), lends no support to this peculiar reading of the statute.

Moreover, the court of appeals' strained construction fails to explain why section 602(b) refers to "regulation as a common carrier under . . . *Federal or* State law." 15 U.S.C. § 3432(b) (1982) (emphasis added). The intent of section 602(b) is obvious on its face: to encourage pipelines to engage in the type of transportation authorized by section 311, Congress ensured that pipelines that did so would not be commandeered for the service of the interstate market by the imposition of common carrier obligations. Order No. 436 directly contravenes this Congressional assurance.

2. Certiorari should be granted to resolve a conflict between the decision of the court below and decisions of this Court and other circuits.

The court of appeals found that the Commission had authority to mandate open access transportation in the face

of contrary decisions by this Court and by the Fifth and Second Circuits. *See Otter Tail Power Co.* v. *United States*, 410 U.S. 366 (1973) ("*Otter Tail*"); *Florida Power & Light Co.* v. *FERC*, 660 F.2d 668 (5th Cir. 1981), *cert. denied*, 459 U.S. 1156 (1983) ("*FP&L*"); *New York State Electric & Gas Corp.* v. *FERC*, 638 F.2d 388 (2d Cir. 1980), *cert. denied*, 454 U.S. 821 (1981) ("*NYSE&G*").

The *Otter Tail*, *FP&L* and *NYSE&G* cases concerned provisions of the Federal Power Act ("FPA") that are in *pari materia* with provisions of the NGA. *Compare* 16 U.S.C. §§ 824d-824e (1982) *and* 15 U.S.C. §§ 717c-717d (1982). The NGA was patterned after, and was intended to operate the same as, the FPA. *See City of Gainesville* v. *Florida Power & Light Co.*, 488 F. Supp. 1258, 1277 (S.D. Fla. 1980). Accordingly, this Court has treated the relevant provisions of the two statutes as being "in all material respects substantially identical," *FPC* v. *Sierra Pacific Power Co.*, 350 U.S. 348, 353 (1956), and has followed the "established practice of citing interchangeably decisions interpreting the pertinent sections of the two statutes." *Arkansas Louisiana Gas Co.* v. *Hall*, 453 U.S. 571, 577 n.7 (1981). *See also Permian Basin Area Rate Cases*, 390 U.S. 747, 821 (1968).

In *Otter Tail* this Court reviewed a district court decree finding that Otter Tail's refusal to transmit or "wheel" electricity for municipal distribution companies constituted a violation of the antitrust laws and ordering Otter Tail to wheel power in the future. Otter Tail argued that the district court was barred from prescribing such a remedy because the area was preempted by the jurisdiction of the Commission under the FPA. This Court rejected Otter Tail's argument, stating that "so far as wheeling is concerned, there is no authority granted the Commission under Part II of the Federal Power Act to order it, for the bills originally

introduced contained common carrier provisions which were deleted." 410 U.S. at 375.

In *FP&L* the Fifth Circuit noted that the FPA did not expressly authorize the Commission to compel wheeling, and that Congress' rejection of amendments that would have imposed common carriage obligations on electric utilities indicated that Congress did not intend the Commission to have such power. 660 F.2d at 672-73.

In *NYSE&G* the Second Circuit observed:

> As originally enacted the FPA did not permit the Commission to compel wheeling. Prior to its enactment, provisions were proposed which would have required " 'every public utility to . . . transmit energy for any person upon reasonable request' " and would have "empowered the . . . Commission to order wheeling if it found such action to be 'necessary or desirable in the public interest.' . . . These provisions were eliminated to preserve 'the voluntary action of the utilities.' . . . Congress thereby revealed its preference for reliance on "voluntary commercial relationships" . . . .

638 F.2d at 401 (citations omitted). The court went on to conclude that the Commission could only compel service under the specific circumstances described in sections 211 and 212 of the FPA.

The conclusions of the courts in these FPA cases that the Commission could not impose common carriage service obligations were based on three factors also present here: (1) legislative history indicating Congressional rejection of common carriage provisions; (2) absence in the statute of language empowering the Commission to impose common carrier obligations; and (3) the presence in the statute of narrow provisions that empowered the Commission to compel service only under carefully limited circumstances (section 7(a) in the NGA, sections 211 and 212 in the FPA).

In the opinion below the court of appeals attempted to distinguish these cases interpreting the FPA. First, the court

made a perfunctory suggestion that perhaps the FPA and the NGA are not precisely in *pari materia*. The court asserted that the legislative history of the FPA indicating that Congress intended that the Commission not be authorized to compel wheeling was stronger than the indications in the history of the NGA that pipelines should also not be subject to common carriage requirements. But the legislative history relied upon in *Otter Tail, NYSE&G* and *FP&L* — failure to enact common carriage legislation applicable to electric utilities — is remarkably similar to the legislative history of the NGA, which includes several rejections by Congress of attempts to impose common carriage status on gas pipelines.

The court went on to state that while the cases interpreting the FPA may indicate that the Commission cannot compel service directly, they do not prohibit the Commission from compelling wheeling as a remedy for anticompetitive conduct. The *Otter Tail* facts, however, involved a conclusion by the district court, upheld by this Court, that Otter Tail had engaged in anticompetitive conduct. It was precisely in that context that this Court found that the Commission would not have the authority to compel wheeling. 410 U.S. at 376-77. Moreover, the Fifth Circuit in *FP&L* quoted this Court's decision in *FPC* v. *Conway Corp.*, 426 U.S. 271 (1976), for the proposition that the Commission may not take action as a remedy for anticompetitive conduct when it lacks authority to take such action directly: "The Commission has no power to prescribe the rates for retail sales of power companies. Nor, accordingly, would it have power to remedy an alleged discriminatory or anticompetitive relationship between wholesale and retail rates by ordering the company to increase its retail rates [sic]." 660 F.2d at 676 (quoting *FPC* v. *Conway Corp.*, 426 U.S. at 276-77).

The court's attempt to distinguish the cases interpreting the FPA on the basis that none of them presented the "extreme factual circumstances that are now present in the gas industry," JA at 30a, is unsupported by the record here.

Otter Tail, for example, involved a violation of the antitrust laws, yet this Court found that the Commission would not be authorized to compel wheeling under the circumstances.

Order No. 436, in contrast, does not rely on any particular factual circumstances, but instead proceeds on the assumption that any refusal to transport is *per se* unduly discriminatory. This assumption is faulty, since a refusal to provide new service is not unduly discriminatory. As the Fifth Circuit stated in *FP&L:*

> No case is cited, and we have found none, in which a utility which was refused wheeling services brought a petition under § 206(a) for the Commission to find such a refusal discriminatory where no tariff was on file.[19] We have serious doubts that such a petition would be successful in the absence of a tariff.
>
> ---
>
> [19] Nor have we found cases where applicants which were refused any other service have brought a claim of undue discrimination to the Commission where no tariff was on file.

660 F.2d at 675 and n.19.

The conflict among the circuits now presented to the Court was not brought into sharp focus until the decision below. The D.C. Circuit's own decision in *Richmond Power & Light Co.* v. *FERC,* 574 F.2d 610 (D.C. Cir. 1978) ("*RP&L*"), was in apparent agreement with the decisions of the Second and Fifth Circuits regarding the limits of the FERC's power to impose common carriage requirements under the FPA. In the opinion below, however, the court declared that *RP&L* had been modified by its decision in *Central Iowa Power Coop* v. *FERC,* 606 F.2d 1156 (D.C. Cir. 1979). Now that the conflict is squarely presented, this Court should grant certiorari to clarify the extent of the FERC's authority under the FPA and the NGA.

3. The Court should grant certiorari due to the broad economic implications of the decisions below.

This case is of extreme importance to the natural gas industry. The FERC's action "envisages a complete restructuring" of the industry. JA at 17a. The court of appeals itself observed that Order No. 436 "may well come to rank with the three great regulatory milestones of the industry: the passage of the Natural Gas Act in 1938, the imposition of price controls on independent producers' wellhead sales under *Phillips Petroleum Co.* v. *Wisconsin*, and adoption of the Natural Gas Policy Act in 1978." *Id.* (citations omitted).

The economic consequences of this restructuring are so great as to invest this case with national significance. As a result of Order No. 436, pipelines' sales have plummeted. These declines in sales have rendered pipelines unable to meet their purchase obligations to producers of gas, resulting in billions of dollars of contractual liability that is presently being litigated in courts all over the country. Exploration for new reserves and development of existing reserves have reached historic lows. These disruptions in the chain of supply portend ill for consumers in the future when energy supplies again become scarce. The disastrous effects of Order No. 436 will continue well into the future if this Court does not grant certiorari. Pipelines are now and in the coming years will be unable to secure contractual arrangements with producers necessary to ensure a supply sufficient to serve the nation's natural gas consumers.

At key junctures in the past, the Supreme Court has granted certiorari to review the Commission's expansion of its influence beyond previously accepted boundaries in cases of far-reaching economic significance. *See, e.g., Permian Basin Area Rate Cases*, 390 U.S. 747 (1968) (Commission's prescription of maximum area rates to regulate producers' interstate sales beginning new era of regulation); *Wisconsin* v. *FPC*, 373 U.S. 294 (1963) (proposed adoption of new area gas rate plan in lieu of previous individual company cost-of-

service approach), *United Gas Pipe Line Company* v. *Mobile Gas Service Corp.*, 350 U.S. 332 (1956) (contention that under NGA natural gas companies had right to change their rate contracts unilaterally). The unprecedented and dramatic effects of the orders below warrant issuance of a writ of certiorari in this case as well.

CONCLUSION

This petition for a writ of certiorari should be granted.

Respectfully submitted,

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IN THE

Supreme Court of the United States

OCTOBER TERM, 1987

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

TEXAS EASTERN TRANSMISSION CORPORATION,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

CITY OF WILLCOX, ARIZONA, and
ARIZONA ELECTRIC POWER COOPERATIVE, INC.,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

On Petitions for Writ of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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BRIEF IN SUPPORT OF ANR PIPELINE COMPANY AND COLORADO INTERSTATE GAS COMPANY

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QUESTION PRESENTED

Whether the United States Court of Appeals for the District of Columbia Circuit erred in holding that the Federal Energy Regulatory Commission ("FERC") has statutory authority to impose common carrier status and duties upon interstate natural gas pipeline companies.

PARTIES

ANR Pipeline Company (ANR) and Colorado Interstate Gas Company (CIG) the parties to this brief, were parties in the proceedings in the Court of Appeals, below.

ANR and CIG are wholly owned subsidiaries of Coastal Corporation. Numericon, Inc. is an affiliate which is not wholly owned.

ANR and CIG adopt by reference the list of Parties to the proceedings below which is set forth at pages ii through iv of the Petition For Writ of Certiorari filed in Case No. 87-976 by Petitioner Interstate Natural Gas Association of America.

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IN THE

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On Petitions for Writ of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

---

BRIEF IN SUPPORT OF ANR PIPELINE COMPANY AND COLORADO INTERSTATE GAS COMPANY

ANR Pipeline Company ("ANR") and Colorado Interstate Gas Company ("CIG") file this brief in support of the following petitions for writ of certiorari:

Interstate Natural Gas Association of America v. Federal Energy Regulatory Commission, No. 87-976; Texas Eastern Transmission Corporation v. Federal Energy Regulatory Commission, No. 87-997; and City of Willcox, Arizona, and Arizona Electric Power Cooperative, Inc. v. Federal Energy Regulatory Commission, No. 87-979. Each such petition seeks review and reversal of the same portion of the judgment and opinion of the United States Court of Appeals for the District of Columbia Circuit in *Associated Gas Distributors v. Federal Energy Regulatory Commission*, 824 F.2d 981 (D.C. Cir. 1987).[1]

ANR and CIG were parties to the proceedings in the Court of Appeals below, and concur with the above listed petitioners that the portion of such Court of Appeals judgment and opinion which finds that the Federal Energy Regulatory Commission ("FERC") has statutory authority to impose common carrier status and duties upon interstate natural gas pipeline companies, including ANR and CIG, is in error and should be reversed. ANR and CIG also concur that these proceedings are of extreme importance to the natural gas industry, and thus the Nation's economy.

OPINIONS AND ORDERS BELOW

ANR and CIG adopt the listing of opinions and orders below which appears at page 2 of the Petition For Writ of Certiorari in Case No. 87-976.

JURISDICTION

The above referenced judgment of the Court of Appeals was entered on June 23, 1987. The orders denying petitions for rehearing and suggestions for rehearing *en banc* were entered on September 15, 1987.

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[1] That judgment and opinion is set forth at pages 1a through 128a of the Joint Appendix filed in the above-captioned proceedings on behalf of the above listed Petitioners in Case Nos. 87-976, 87-977 and 87-979. ANR and CIG adopt such appendix and will refer to it as "Joint Appendix."

The jurisdiction of this Court is invoked pursuant to 28 U.S.C. § 1254(1).

STATUTES INVOLVED

This case involves Section 5 and 7 of the Natural Gas Act ("NGA") of 1938, 15 U.S.C. § 717d and 717f, and Sections 311(a) and 602(b) of the Natural Gas Policy Act of 1978 ("NGPA"), 15 U.S.C. §§ 3371(a) and 3432(b). These statutory provisions are set forth at pages 155a through 160a and 162a through 164a of the Joint Appendix.

Portions of Federal Energy Regulatory Commission ("FERC") Order No. 436, which impose common carrier status and duties upon natural gas pipelines, including FERC regulations 284.8 and 284.9 (18 C.F.R. §§ 284.8 and 284.9), are set forth at pages 129a through 136a of the Joint Appendix.

STATEMENT OF THE CASE

The three petitions for writs of certiorari which this brief supports ("subject petitions") seek reversal of a portion of the decision of the Court of Appeals below, which upholds that portion of FERC Order No. 436 which has the effect of imposing the status and duties of common carriers upon interstate natural gas pipelines. Such a step, if not reversed, will permanently cause a dramatic change in the natural gas industry, reversing the practices which have been carried on since the start of the industry, early in this century.

Both the FERC and the Court of Appeals, below, believe that FERC Order No. 436, and particularly the "open access transportation" provision thereof, which imposes the common carrier status and obligations on pipelines, is one of the few "great regulatory milestones" of the natural gas industry, along with the enactment of the NGA and the NGPA, and this Court's decision in

Phillips Petroleum Co. v. Wisconsin, 347 U.S. 672 (1954). As the Court of Appeals states, such provisions of Order No. 436 create a "complete restructuring of the natural gas industry." (Joint Appendix at 17a.)

The reason that the proceedings below have produced such a drastic change in the natural gas industry is that prior to FERC Order No. 436, natural gas pipelines both purchased and sold natural gas (albeit "at cost," with no profit on the resale, with their profits and recovery of other costs coming from their transportation of such gas to the buyer), and also transported gas owned by others. However, the pipeline had no obligation to transport gas owned by others, and the purchase and sale of gas was the predominant activity of the pipelines. In turn, pipelines undertook purchase obligations to producers of natural gas, in order to assure that the pipelines could fulfill their sales obligations to their customers.

Numerous legislative attempts to impose general common carrier status upon pipelines, which would have required them to transport gas for anyone who asked for such service, failed over the decades, and one legislative provision imposing common carrier obligations upon pipelines crossing federal lands was later repealed. (See Section IIB of the Reasons For Granting The Petition portion of the Petition For Writ of Certiorari in Case No. 87-976 of Interstate Natural Gas Association of America, for a review of such legislation.) Thus, the pattern and practice of the industry was that pipelines carried on activities (sales and, to a lesser extent, transportation of third party owned gas) on the basis of contracts entered into by willing sellers and buyers of gas and/or transportation service. When contracts were entered into, they were subject to FERC authorization.

FERC Order No. 436 reverses such pattern. It authorizes transportation activities to be undertaken pur-

suant to "self implementing" transactions, with no requirement of FERC authorization of any of such transactions. But pipelines which carry on such transactions are required to transport for all persons who request such service, and cannot decline to transport gas and provide sales service instead. (See the portions of FERC Order No. 436 which accomplish such result, Joint Appendix pp. 129a through 136a.) The FERC has also made securing conventional authorizations for transportation activity very difficult for pipelines, and has imposed infeasible conditions and extreme delays, thus enforcing the imposition of the above described "open access, common carriage" requirements.

The result of such a drastic "restructuring" of the natural gas industry is well summarized in Section I of the Reasons For Granting The Petition portion of the Petition for Certiorari in Case No. 87-976 of Interstate Natural Gas Association of America. Pipeline sales of gas have fallen to a small fraction of their former levels. As a result, pipelines have been unable to purchase gas from gas producers under their gas purchase contracts and have been forced to make large payments for gas which the pipelines could not sell, and thus could not purchase and take. In addition, producers have filed hundreds of lawsuits against pipelines and have asserted thousands of claims which will, in many cases, become additional lawsuits. Pipeline revenues have fallen drastically, while the above liability and exposure to massive further liability, has grown dramatically, to billions of dollars.[2]

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[2] The fact that FERC Order No. 436 so drastically decreases pipeline sales, while doing nothing to relieve pipelines from the obligations of their gas purchase contracts, led the Court of Appeals, below, to remand Order No. 436 for FERC mitigative action relative to the pipeline obligations to producers of gas under the "take-or-pay contracts." On remand, the FERC reissued the "open access, common carriage" portion of Order No. 436. The FERC also issued some measures directed at the "take-or-pay obligations,"

The above described "restructuring" of the natural gas industry threatens the nation's gas supply, and threatens the financial base and operating stability of the pipeline industry.

REASONS FOR GRANTING THE PETITIONS

Everyone agrees that FERC Order No. 436, by requiring interstate natural gas pipeline companies to become "open access transporters" which must transport gas for all who request such service, to the limits of their capacities, is changing the pipeline industry in a drastic, far reaching way. The Court of Appeals, in affirming that aspect of Order No. 436, referred to the "restructuring" of the industry which Order No. 436 carries out, as one of the few "regulatory milestones of the industry." (Joint Appendix at p. 17a.) The FERC constantly states that Order No. 436 was intended to produce far reaching changes of the industry. For example, the FERC has said that "[i]n Order No. 436, the Commission fundamentally altered the way in which it regulates natural gas pipelines. . . .[3]

1. The importance of the FERC's assault upon the basic structure of the natural gas pipeline industry cannot be over estimated. As Petitioner Interstate Natural Gas Association of America summarizes the situation in Section I of the Reasons For Granting The Petition sec-

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which measures are the subject of current new appeals in the United States Courts of Appeal for the District of Columbia and Fifth Circuits: venue is as yet undecided. The action relative to take-or-pay contracts is the subject of the Petition For A Writ of Certiorari in Case No. 87-978 by large producers of natural gas (Shell Offshore Inc., *et al.*). ANR and CIG respectfully submit that if the "open access, common carriage" regulations were to be upheld, with their effect of reducing pipeline sales and pipeline ability to purchase gas, then effective measures to mitigate take-or-pay liability is required, as the Court of Appeals ordered.

[3] FERC Order No. 500, 52 Fed. Reg. 30,334 (August 14, 1987), FERC Statutes and Regulations (Regulations Preambles) (CCH) ¶ 30,761 (1987).

tion of its Petition For Writ of Certiorari in Case No. 87-976, and as noted in the Statement Of The Case herein, pipeline sales of gas have been cut to a small fraction of their former levels: to about one-third for ANR and CIG, and still falling. As a result, pipeline revenues have also been dramatically cut, and producer claims against pipelines, including in litigation against pipelines, have grown to billions of dollars. That fact is displayed in pipeline reports to the FERC, and FERC compilations. Consumer payments of such producer asserted costs, via pipeline rates, have grown, and far more cost to consumers is threatened, as lawsuits move on toward judgments.

2. The portion of Order No. 436 which has created such adverse results in the natural gas industry is the portion which has—unlawfully, it is submitted—imposed common carrier obligations and status upon natural gas pipelines. That is the "open access transportation" requirements. Such requirements force pipelines which carry on the "self implementing" transportation which has replaced pipelines' sales, to transport for all who request such service, to the limit of capacity. That forced transportation is the essence and substance of "common carriage." That is demonstrated in the three subject Petitions For Writ of Certiorari which this brief supports. (See, particularly, Section IIA of the Reasons For Granting The Petition portion of the Petition of Interstate Natural Gas Association of America. See, also, Section 2, pages 9-12, of the Petition of City of Willcox, *et al.*, and Section 1a, pages 5-6, of the Petition of Texas Eastern Transmission Corporation.)

There can be no doubt that the obligations imposed by FERC Order No. 436 do convert pipelines to "common carriers." Neither the FERC nor the Court of Appeals below refute that fact. Instead, they try to avoid the fact that such forced common carriage is beyond the FERC's authority and in violation of statutory limits,

but they make such attempt in inconsistent ways. The FERC says that it is not *imposing* common carrier status, because, it is alleged, pipelines accept such status in their "voluntary" act of carrying on self-implementing transportation. But that is a false conclusion, because such transportation is not voluntary. The Court of Appeals directly rejected that "voluntary" activity thesis (824 F.2d at 1024). In contrast, the Court of Appeals simply finds that the NGA and NGPA do not preclude imposition of common carrier status upon pipelines. But that conclusion is in error. It is refuted by the direct language of the NGPA and by the legislative history of, and subsequent Congressional action relative to, the NGA. Such holding of the Court of Appeals is in conflict with decisions of this Court and other Courts of Appeals, as shown in the subject Petitions, and hereinbelow.

3. The express prohibition of the NGPA, that "[n]o person shall be subject to regulation as a common carrier under any provision of federal or state law by reason of any transportation" under Section 311a of the NGPA, is wholly clear. (15 U.S.C. § 3432(b).) Each of the three subject Petitions show that such prohibition is clearly violated by FERC Order No. 436. The Court of Appeals has twisted that prohibition, to somehow find that it is applicable only to *state* law, *even though* the statute refers explicitly to *federal* law. That is clear error. (See Section IIC of the Reasons For Granting The Petition portion of the petition of Interstate Natural Gas Association of America: Section 1c of the Reasons For Granting The Writ portion of the petition of Texas Eastern Transmission Corporation; and Points 2 and 4, pages 9-11 and 12-15 of the Reasons For Granting Writ portion of the petition of City of Willcox, *et al.*)

4. As to the less extensive transportation under "blanket certificates" pursuant to the NGA, it is also clear that the NGA does not empower the FERC to impose common carrier status. That fact is also demon-

strated in the three subject Petitions For Certiorari, on the basis of legislative history which shows Congressional rejection of imposition of common carrier status when the NGA was enacted, and before that time in earlier proposals for interstate natural gas pipeline regulation. Further, those petitions also show that attempts to impose common carriage by amendment of the NGA have been rejected, and one limited imposition of common carriage—for pipelines across federal lands—was later repealed. Such legislation would have been unnecessary, and repeal fruitless, if pipelines had already been common carriers, or if the FERC could impose such obligations. (See Section IIB of the Reasons For Granting The Petition portion of the petition of Interstate Natural Gas Association of America; Section 1b of the Reasons For Granting The Writ portion of the petition of Texas Eastern Transmission Corporation; and Point 6, pages 17-20, of the Reasons For Granting Writ portion of the petition of City of Willcox, *et al.*)

5. In construing the Federal Power Act, a statute which has nearly identical terms and legislative history with the NGA, this Court and several United States Courts of Appeals have held that common carriage obligations cannot be imposed. Thus, the Court of Appeals hereinbelow is in direct conflict with such decisions. (See pages 13-14 of the Reasons For Granting the Petition portion of the petition of Interstate Gas Association of America; Section 2 of the Reason For Granting The Writ portion of the petition of Texas Eastern Transmission Corporation; and point 7, pp. 21-23, of the Reasons For Granting Writ portion of the petition of City of Willcox, et al.)

CONCLUSION

These proceedings are of immense economic importance to the nation, as well as to the natural gas industry. Total restructuring of the operations, and financial base, of the natural gas pipeline industry is being carried on because of the unlawful order of the FERC involved herein. The decision of the Court of Appeals below allows such far reaching changes to continue, in violation, it is submitted, of the NGPA and the NGA, by a holding which is inconsistent with holdings of this Court, and of other United States Courts of Appeal.

The existence of such errors of law, the drastic changes in the natural gas industry involved herein, and the severe costs to consumers of natural gas which are involved here, justify grant of the three subject Petitions for Certiorari and review and reversal by this Court of the decision below.

Respectfully submitted,

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v.

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FEDERAL ENERGY REGULATORY COMMISSION,
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On Petition for a Writ of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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STATEMENT REQUIRED BY RULE 28.1

All of the Respondents joining in this Brief, with the exception of Pennzoil Company and Chevron U.S.A., Inc., joined in the Petition for Certiorari filed in *Shell Offshore Inc., et al. v. Associated Gas Distributors, et al.*, No. 87-978, which sought a writ from *Associated Gas Distribution v. FERC*, 824 F.2d 981 (D.C. Cir. 1987), the same decision which Petitioners in the captioned cases seek to have reviewed by this Court. In Appendix E to that Petition, these parties submitted a statement as required by Rule 28.1. The following statement is submitted on behalf of Chevron U.S.A., Inc. and Pennzoil Company:

CHEVRON U.S.A., INC.

Chevron U.S.A., Inc. is a wholly-owned subsidiary of Chevron Corporation. The non-wholly-owned subsidiaries and affiliates of Chevron Corporation are:

AMAX Inc.
Arabian American Oil Company
Atlas Supply Company
C-W Properties Inc.
Caltex Mediterranean Limited
Caltex Petroleum Corporation
Canyon Reef Carriers, Inc.
Chevron Capital N.V.
Chevron Capital U.S.A. Inc.
Chevron Investment Management Company
Chevron Oil Finance Company
Dixie Pipeline Company
Explorer Pipeline Company
Felix Oil Company
Glenwood Properties
Gulf Oil Finance Company
Kenai Pipe Line Company
Long Beach Oil Development Company
Mid-Valley Pipeline Company

Paloma Pipe Line Company
Pembroke Capital Company, Inc.
Plantation Pipe Line Company
Platte Pipe Line Company
Refineria Petrolera de Guatemala-California, Inc.

PENNZOIL COMPANY

The non-wholly-owned subsidiaries and affiliates of Pennzoil Company are:

National Transit Company
10 Minute Service Centres Limited
The Eureka Pipe Line Company
American Sulphur Export Corporation
Pennzoil (U.K.) Limited
P. T. Sungai Kencana
P. T. Indo Muro Kencana
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IN THE

Supreme Court of the United States

OCTOBER TERM, 1987

No. 87-976

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

No. 87-977

TEXAS EASTERN TRANSMISSION CORPORATION,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

No. 87-979

CITY OF WILLCOX, ARIZONA AND
ARIZONA ELECTRIC POWER COOPERATIVE, INC.,
Petitioners,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

No. 87-1091

SOUTHERN CALIFORNIA GAS COMPANY,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

On Petition for a Writ of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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RESPONDENTS' BRIEF IN OPPOSITION

REASONS WHY THE WRITS SHOULD NOT BE GRANTED

I. The Commission's Orders Below Do Not Impose "Common Carrier Status" Upon Interstate Pipeline Companies.

A. The Commission Has The Power And Duty Under The Natural Gas Act To Prevent "Undue Discrimination."

It is quite clear from Order Nos. 436 and 436-A that the Federal Energy Regulatory Commission ("Commission") did not set out to impose common carrier status upon interstate pipeline companies, and affirmatively found that it had *not* done so.[1] Instead, the Commission established a format for transportation authorizations using its conditioning power contained in Section 7(e) of the Natural Gas Act ("NGA")[2] and Section 311(c) of the Natural Gas Policy Act of 1978 ("NGPA")[3] for issuing certificates of public convenience and necessity to interstate pipelines, thus carrying out the duties imposed upon it by Sections 4(b) and 5(a) of the NGA[4] to prevent undue discrimination by such pipelines. The Commission also required intrastate pipelines which transport gas under Section 311 of the NGPA to do so with-

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[1] J.A. 346-364, 1079-1086; Supplemental Appendix ("Supp. App.") [attached to this Brief] at SA-5 to SA-20, SA-21 to SA-27.

[2] 15 U.S.C. § 717f(e).

[3] 15 U.S.C. § 3371(c) (1982). *See also* H. Conf. Rep. No. 95-1752, 95th Cong., 2d Sess. 7 (1978).

[4] 15 U.S.C. § 717c(b); 15 U.S.C. § 717d(a). *See* INGAA App. 34a ("INGAA App." refers to the appendix submitted with the petitions in Nos. 87-976, 87-977, and 87-979). This Court has broadly construed the Commission's conditioning power under Section 7(c), FPC v. Texaco Inc., 377 U.S. 33 (1964), even where the Commission's only jurisdiction is over transportation by interstate pipelines, FPC v. Transcontinental Gas Pipe Line Corp., 365 U.S. 1, 25-30 (1961); Panhandle Eastern Pipe Line Co. v. FPC, 232 F.2d 467, 471 (3rd Cir. 1956), *cert. denied*, 352 U.S. 891 (1956).

out discrimination. The Commission found: (i) that pipelines possess substantial market power;[5] (ii) that they have exercised that power to deny their own sales customers, and others without fuel-switching capability access to competitively-priced gas;[6] and (iii) that this practice had denied consumers access to gas at the lowest reasonable rates.[7] These actions, the court of appeals found, constituted "extreme factual circumstances" showing discrimination, and that the effect of this discrimination was to deny gas users, and the economy generally, the benefits of a competitive wellhead market.[8]

B. The Decision Below Creates No Conflicts Between The Circuits Or With Decisions Of This Court Requiring The Granting Of Certiorari.

Petitioners[9] assert that the decision below creates a conflict between the circuits and is contrary to this Court's decision in *Otter Tail Power Co. v. United States*,[10] because it mandates the equivalent of "wheeling" for natural gas. In *Otter Tail* and several decisions of the courts of appeals,[11] it was held that the Commission lacked the authority to order such "wheeling" of electricity. The Petitioners assert that the decision below is inconsistent with these prior decisions, because the NGA

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[5] J.A. 306; Supp. App. at SA-1 to SA-2.

[6] J.A. 318, 1087; Supp. App. at SA-2 to SA-3, SA-27 to SA-28.

[7] J.A. 318-321, 1087; Supp. App. at SA-2 to SA-5, SA-27 to SA-28.

[8] INGAA App. 30a.

[9] As used herein "Petitioners" means the Petitioners in Nos. 87-976, 87-977, and 87-979.

[10] 410 U.S. 336 (1973).

[11] Florida Power & Light Co. v. FERC, 660 F.2d 668 (5th Cir. 1981), *cert. denied*, 459 U.S. 1156 (1983); New York State Electric & Gas Corp. v. FERC, 638 F.2d 338 (2nd Cir. 1980), *cert. denied*, 454 U.S. 821 (1981); Richmond Power & Light v. FERC, 574 F.2d 610 (D.C. Cir. 1978).

and Federal Power Act ("FPA")[12] are to be read in *pari materia*.[13] Petitioners contend that, given this limitation on the Commission's power to order wheeling, the anti-discrimination provisions of neither act give the Commission the power to require a pipeline to transport gas belonging to another against its will.[14]

This argument ignores a key factor recognized by the court of appeals below. In *Otter Tail*, this Court held that a district court could require wheeling, *where not to require it* would permit the electric company to violate the antitrust laws. This Court affirmed that the enactment of the Federal Power Act did not interpose a defense against an antitrust suit in a district court.

While *Otter Tail* might prove a precedent against a general assertion of jurisdiction by the Commission to impose common carriage, that case does not address the issue presented here, to-wit: whether the Commission may order non-discriminatory transportation as a remedy for anti-competitive conduct or undue discrimination. Here the Commission *made a finding* that the pipelines were engaged in anti-competitive practices by refusing to transport gas belonging to other shippers which would displace sales formerly made by the pipelines themselves.[15] In any event, the Commission did not *order* pipelines to transport gas on behalf of others; on the contrary, it made it very clear that the pipelines could choose *not* to transport for others.[16] What the Commission said

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[12] 16 U.S.C. § 791a, *et seq.*

[13] Contrary to the holding of the court of appeals, *see* INGAA App. 28a.

[14] Texas Eastern Petition (No. 87-977) at 11.

[15] J.A. 1086; Supp. App. at SA-26 to SA-27.

[16] J.A. 352-357, 1085; Supp. App. at SA-10 to SA-15, SA-26.

was, "if you choose to transport gas for others, you must do so on a non-discriminatory basis." [17]

Under this Court's decisions in *FPC v. Conway Corp.*[18] and *Gulf States Utilities Co. v. FPC*,[19] the Commission is *required* to consider the anti-competitive effects of regulated aspects of interstate utility operations, and should it find that those aspects are present, it may take remedial steps to foster competition.

The decisions of the courts of appeals cited by Petitioners do not create a conflict among the circuits requiring this Court's intervention. Indeed, a close reading of these cases suggests that the Commission's power to order wheeling of electricity in the face of a clear showing of anti-competitive conduct has not yet been decided. In *Florida Power*, the Fifth Circuit explicitly pretermitted a decision on such an argument.[20] In *New York State Electric & Gas*,[21] the Second Circuit stated that *were* the Commission to require wheeling as a remedy for an unreasonable contract provision under Section 206 of the FPA, it would be required to use the specific wheeling authorization added by Congress in 1978.[22]

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[17] Such a finding was required by the D.C. Circuit's opinion in Maryland People's Counsel v. FERC, 761 F.2d 780 (D.C. Cir. 1985); J.A. 1086; Supp. App. at SA-26 to SA-27.

[18] 426 U.S. 271, 278-80 (1976).

[19] 411 U.S. 747, 758-59 (1973).

[20] Florida Power & Light Co. v. FERC, *supra*, 660 F.2d at 679.

[21] New York Electric & Gas Co. v. FERC, 638 F.2d at 403.

[22] Section 203 of the Public Utility Regulatory Policies Act of

[22] 16 U.S.C. § 824e. Section 203 of the Public Utility Regulatory Policies Act of 1978 ("PURPA"), P.L. 95-617, 92 Stat. 3117, 3136-40, *codified as* Sections 211 and 212 of the FPA, 16 U.S.C. §§ 824j & 824k. The wheeling provisions of Sections 211 and 212 were added by PURPA to deal with the perceived need to assist cogenerators and small power producers. This points out differences between the electric and natural gas industries, which sometimes call for different Commission responses to similar statutory language. (*Cf.* Natural Gas Pipeline Company of America v. FERC, 765

There being no similar specific statutory mechanism in the NGA, *New York State Electric & Gas* cannot be read to preclude the ordering of transportation by interstate pipelines to prevent discrimination.

In *Richmond*, as noted by the court of appeals, the petitioner failed to make a showing of anti-competitive or discriminatory impact resulting from the refusal of other utilities to wheel power.[23] The Commission and the District of Columbia Circuit simply rejected a *per se* rule equating refusals to wheel with discriminatory or anti-competitive practices. In this case, the Commission made express findings of anti-competitive practices. These findings distinguish this case from *Florida Power*[24] and *Richmond*,[25] where no such findings were made. This distinction is clearly articulated in the opinion of the court of appeals.[26]

C. *FCC v. Midwest Video Corp.*[27] And The Other Television Cases Are Not In Point.

All three Petitioners, particularly City of Willcox, rely on *FCC v. Midwest Video Corp.* as controlling authority requiring reversal of the court of appeals and the Commission. We agree with the court of appeals that these cases are distinguishable from the case at bar.

FCC v. Midwest Video Corp. is the last in a series of cases[28] which explored the First Amendment right of

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F.2d 1155, 1167-68 (D.C. Cir. 1985) (discussing "the complex policy questions" which justified the Commission treating abandoned gas projects differently from abandoned electric projects.))

[23] Richmond Power & Light v. FERC, *supra*, 574 F.2d at 623.

[24] 660 F.2d at 679.

[25] 574 F.2d at 623.

[26] INGAA App. 28a-30a. *See also* Central Iowa Power Coop. v. FERC, 606 F.2d 1156 (D.C. Cir. 1979).

[27] 440 U.S. 689 (1979).

[28] FCC v. Pottsville Broadcasting Co., 309 U.S. 134 (1940); United States v. Southwestern Cable Co., 392 U.S. 157 (1968);

freedom of speech in relation to the Federal Communications Act, and that Act's purpose to preserve a degree of editorial control in the broadcaster or cable operator. In *Midwest Video*, the Court held that in the face of a direct prohibition in Section 3(h) of the Federal Communications Act [29] against "treating broadcasters as common carriers," the Federal Communications Commission could not require a cable television operator to maintain specific channels for the use of the public. No questions of anti-trust violations or anti-competitive activity by the broadcasters were presented. Instead the Court gave effect to the legislative purpose of the Federal Communications Act which was designed to "safeguard the journalistic freedom of broadcasters." [30] In *United States v. Southwestern Cable Co., supra*, this Court had upheld the power of the Federal Communications Commission to prohibit certain anti-competitive actions by a television station, which the Court held did *not* make the station a common carrier.[31] This is similar to the action taken by the Commission and upheld by the court of appeals below.

While conceding that the accomplishment of the purpose intended by Congress is a key element in interpreting the extent of the Commission's jurisdiction,[32] the City of Willcox makes the astonishing assertion that the NGPA "was not intended to promote competition in either the interstate or intrastate pipeline fields." [33]

Red Lion Broadcasting Co. v. FCC, 395 U.S. 367 (1969); United States v. Midwest Video Corp., 406 U.S. 649 (1972); Columbia Broadcasting System, Inc. v. Democratic National Committee, 412 U.S. 94 (1973).

[29] 47 U.S.C. § 153(h).

[30] FCC v. Midwest Video Corp., *supra*, 440 U.S. at 700.

[31] United States v. Southwestern Cable Co., *supra*, 392 U.S. at 169 note 29 (1968).

[32] City of Willcox Petition (No. 87-979) at 12.

[33] *Id.* at 13.

Contrary to the assertion made by the City of Willcox, the Commission's responsibility to consider competitive factors is clear.[34] This Court's decision in *Transcontinental Gas Pipe Line Corp. v. State Oil and Gas Board of Mississippi*,[35] referred to "Congress' determination that the supply, the demand, and the price of high-cost gas be determined by market forces" in the NGPA.[36] The controlling effect of the "market forces" over prices cannot occur, as the Commission below found, where it is prevented by the anti-competitive actions of interstate pipeline companies.[37] Competition at the wellhead is promoted by the NGPA. Competition cannot be effective at the burner tip unless pipelines are prevented from discriminating in favor of their own gas supplies in delivering gas to the ultimate consumer.

In the *Maryland People's Counsel* cases,[38] the District of Columbia Circuit reversed the Commission's earlier efforts to insert competition into sales at the market end of interstate pipelines, on the grounds that it did not go far enough in ensuring that *all* pipeline customers could take advantage of the newly available supplies.[39] Those

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[34] Central Iowa Power Coop. v. FERC, 606 F.2d 1156, 1162 (D.C. Cir. 1979); Central Power & Light Co. v. FERC, 575 F.2d 937, 938 (D.C. Cir. 1978), *cert. denied*, 439 U.S. 981 (1978); Gulf States Utilities Co. v. F.P.C., 411 U.S. 747 (1973).

[35] 474 U.S. 409 (1986). *See also* Gulf States Utilities Co. v. FPC, 411 U.S. 747 (1973).

[36] Transcontinental Gas Pipe Corp. v. State Oil and Gas Board of Mississippi, *supra*, 474 U.S. at ——; 106 S.Ct. at 717, 88 L.Ed.2d at 744. *See also* Public Service Commission of New York v. Mid-Louisiana Gas Co., 463 U.S. 319, 331-32 (1983).

[37] J.A. 1087; Supp. App. at SA-27 to SA-28.

[38] Maryland People's Counsel v. FERC, 761 F.2d 768 (D.C. Cir. 1985); Maryland People's Counsel v. FERC, 761 F.2d 780 (D.C. Cir. 1985); Maryland People's Counsel v. FERC, 768 F.2d 450 (D.C. Cir. 1985).

[39] 761 F.2d at 788-89.

cases specifically directed the Commission to consider competitive factors, finding that this Court's instruction in *Atlantic Refining Company v. Public Service Commission* required the Commission to "afford consumers a complete, permanent and effective bond of protection from excessive rates and charges," [40] and that competition was one way of achieving this result.[41] Order No. 436 was the Commission's response to the mandate of the District of Columbia Circuit in the *Maryland People's Counsel* cases.[42] The court below found the Commission's response to be reasonable.[43]

D. The Orders Below Do Not Force Interstate Pipelines To Become Common Carriers.

1. *Pipeline Participation In The Order No. 436 Program Is Voluntary.*

The Commission repeatedly stated that participation in the Order No. 436 open-access transportation program was voluntary on the part of the interstate pipeline, and if the pipeline chose to continue operations as before, it could do so.[44] The Petitioners assert that in reality pipelines are forced to participate in the program or lose out on the competitive market to other pipelines who are willing to accept the drawbacks of the program in return for its advantages. Petitioners refer to the statement of the court of appeals that "inability to provide blanket certificate transportation for fuel-switchable users may in current market circumstances cause critical load loss," [45] forcing the pipelines into a choice between being

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[40] 360 U.S. 378, 388 (1959).

[41] 761 F.2d at 777.

[42] J.A. 356-357, 1086; Supp. App. at SA-13 to SA-15, SA-26 to SA-27.

[43] INGAA App. 31a-34a.

[44] J.A. 355-356, 1082-1086; Supp. App. at SA-12 to SA-14, SA-23 to SA-27.

[45] INGAA App. 81a.

shot and hanged.[46] Any adverse consequences to the pipeline of continuing to operate as it did before Order No. 436 are the result of market forces, not of Commission action "forcing" that pipeline to become a common carrier. As the court of appeals observed, "nothing bars the Commission from devising rules that remedy a lack of competition by exposing pipelines to competition and its normal consequences."[47] This Court held in *Market Street Railway v. Railroad Commission*, that regulation was not designed to protect regulated companies from losses brought about by market conditions.[48]

As the Commission noted in the Orders below, Order No. 436 "does not direct or 'mandate' a pipeline to do anything."[49] It only requires that when a pipeline *does* choose to transport on a self-implementing basis, it must provide those transportation services in a non-discriminatory manner.[50] A pipeline remains free to seek authorization for other transportation not covered by the condition and the Commission will review such requests on a case-by-case basis.[51]

The Commission pointed out the "all important distinction" between common carriage and the Order No. 436 open-access transportation program—the fact that the pipeline continued to have the option to provide transportation services under NGA Section 7 certificates, and a pipeline could cease transporting under the Order No. 436 program and revert to its former status.[52] Unlike

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[46] *Id.*; *See* Texas Eastern Petition (No. 87-977) at 8.

[47] INGAA App. 32a-33a.

[48] 324 U.S. 548, 566-67 (1945).

[49] J.A. 1082-1083; Supp. App. at SA-23 to SA-24.

[50] *Id.*

[51] *Id.*

[52] J.A. 1085; Supp. App. at SA-26.

the mandatory common carriage proposals considered by Congress but not enacted,[53] the Order No. 436 open-access program effectively allows the pipeline the discretion to determine whether or not to become a transporter of gas belonging to others.[54]

The Commission's open-access program was found to be necessary to prevent an interstate pipeline from engaging in the unduly discriminatory practice of refusing to transport gas for others where to do so would displace its own sales.[55] In order to avoid the unlawful discrimination which the District of Columbia Circuit warned against in the *Maryland People's Counsel* cases, *supra*, the pipeline was required to choose one of three alternatives:

> (i) It could refuse to transport gas belonging to others at all.
>
> (ii) It could transport gas for others under individual certificates issued pursuant to Section 7 of the NGA.
>
> (iii) It could transport gas under the blanket certificates authorized by Order No. 436 *provided it agreed to do so without discrimination.*

Moreover, the pipeline can change its mind and shift from one role to another. While the pipeline might obtain some commercial advantage out of accepting the Order No. 436 blanket certificate, it is certainly not required by the Commission's Order to do so. By no stretch of the imagination does this rise to the level of imposing mandatory common carriage upon the interstate pipelines.

2. Non-Discrimination Is Not Common Carriage.

All three Petitioners make the unwarranted assumption that because the Order No. 436 transportation re-

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[53] INGAA Petition (No. 87-976) 9-10; City of Willcox Petition (No. 87-979) at 12-15; Texas Eastern Petition (No. 87-977) at 6-8.

[54] J.A. 1085; Supp. App. at SA-26.

[55] *Id.*

quires pipelines *which elect to transport under blanket certificates* to do so without discrimination on a first-come, first-served basis, that the Commission has imposed "common carrier status" upon them.[56] But the imposition of one of the attributes of common carriage as a condition to the non-compulsory participation in a particular transportation program does not confer "common carrier status" on interstate pipelines.[57] This distinction is clearly made in *FCC v. Midwest Video Corp., supra.*[58] The NGA, as distinguished from the Federal Communications Act, contains no prohibition against imposing "common carrier obligations" upon interstate pipelines in limited circumstances where the failure to do so would result in undue discrimination, which is directly prohibited by the NGA.[59]

E. Order No. 436 Does Not Violate Section 602(b)(2) Of The NGPA.[60]

Petitioners[61] assert that Order No. 436 violates the provisions of Section 602(b)(2) of the NGPA which provide in pertinent part:

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[56] INGAA Petition (No. 87-976) at 7; City of Willcox Petition (No. 87-979) at 5-6; Texas Eastern Petition (No. 87-977) at 5-6.

[57] The *NARUC* cases (National Ass'n of Regulatory Utilities Comm'n v. FCC, 525 F.2d 630 (D.C. Cir. 1976), *cert. denied,* 425 U.S. 992 (1976); National Ass'n of Regulatory Utilities Comm'n v. FCC, 533 F.2d 601 (D.C. Cir. 1976)) cited by City of Willcox at 9 are not in point. The District of Columbia Circuit noted in *NARUC II* "a carrier will not be a common carrier where its practice is to make individualized decisions in particular cases whether and on what terms to serve" (533 F.2d at 608-09). Under Order No. 436, an interstate pipeline has the option to commence or discontinue open-access transportation.

[58] 440 U.S. at 701-02.

[59] INGAA App. 26a-27a.

[60] 15 U.S.C. § 3432(b). This Section is entitled "Effect on state laws" which supports the court of appeals' conclusion as to its purpose, *see* INGAA App. 34a-37a.

[61] City of Willcox Petition (No. 87-979) at 10; INGAA Petition (No. 87-976) at 15; Texas Eastern Petition (No. 87-977) at 9.

> No person shall be subject to regulation as a common carrier under any provision of Federal or State law by reason of any transportation—
>
> . . . .
>
> (2) authorized by the Commission under Section 311(a) of this Act.

The short answer to this argument is that neither under Order No. 436 nor any other Order has the Commission subjected interstate pipelines "to regulation as a common carrier." [62] Petitioners confuse the limited imposition of one of the obligations of a common carrier, only where the pipeline elects to transport under the Order No. 436 program and only where necessary to prevent discrimination and monoplistic practices, with "regulation as a common carrier." The discussion of this argument by the court of appeals defends both its interpretation and that of the Commission: [63]

> The reasonableness [of FERC's interpretation of § 602(b)(2)] is underscored by FERC's broad duties to assure consumers access to natural gas at prices such as would prevail in the absence of pipeline market power and its conclusion that under the present circumstances fulfillment of that duty required such conditioning. *Cf. American Trucking Ass'n, Inc. v. Atchison T. & S.F. Ry. Co.*, 387 U.S. 397 (1967). . . .[64]

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[62] The Commission so found, (J.A. 1084; Supp. App. at SA-25) and the court of appeals agreed (INGAA App. 35a-39a).

[63] INGAA App. 35a-39a.

[64] INGAA App. 37a.

II. The Optional Expedited Certificate Procedure Established By The Commission's Orders Represents A Valid Exercise Of The Commission's Authority And Contains Provisions Which Are Not Ripe For Review.

A. The Optional Expedited Certificate Procedure's Substantive Provisions Are Within The Commission's Discretionary Authority And Will Not Interfere With State Jurisdiction.

Southern California Gas Company ("SoCal") seeks review of the Optional Expedited Certificate Procedure ("OECP") on grounds that, in adopting the "rebuttable presumption" comprising the heart of the rule, the Commission abdicated its responsibilities under the NGA, neglected to consider the risk of duplicative or wasteful facilities, and failed to adequately consider the potentially adverse impact which "LDC bypass" [65] may inflict on the local distribution companies' customers. To the contrary, however, both the Commission, in Order Nos. 436 and 436-A, and the court of appeals fully considered all relevant factors and determined that the provisions of the OECP minimized any potentially adverse impact while adequately discharging the Commission's statutory responsibilities. Recognizing Congress' primary objective in enacting the NGA's certificate requirement is to avoid ratepayer subsidization of duplicative or economically wasteful projects and decisions, the Commission structured the OECP so as to guard against "risk-shifting" to pipeline customers and the public.[66] Additionally, the Commission designed the OECP so that, once an applicant has initially met *prima facie* criteria showing that it will

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[65] "LDC bypass" involves situations where an end-user secures pipeline transportation of natural gas purchased directly from producers and other gas merchants thereby bypassing the local distribution company servicing the area in which the end-user is located. SoCal App. at C-108 ("SoCal App." refers to the appendix submitted with the petition in No. 87-1091).

[66] INGAA App. at 112a.

assume the full economic risk of the venture, local distribution companies, customers and other affected parties may, through a challenge to the applicant's factual showing raising relevant offsetting factors, prompt evaluation of any potential impact on competition.[67] Finally, through an economic and regulatory analysis of "LDC bypass" and its pro-competitive effects, both the Commission and the court of appeals concluded that any adverse impact to local distribution companies or their customers is a function of, and may be minimized by, the policies and practices of state regulatory agencies.[68] The Commission's choice of procedures to discharge its responsibilities under Section 7(c), resting on careful and reasoned analysis, is within its discretion to make and cannot be viewed as arbitrary and capricious.[69]

SoCal's claims that the OECP creates a "regulatory gap" and interferes with state jurisdiction likewise have no merit. SoCal argues that, since the OECP fails to allow a meaningful review of bypass applications, the absence or uncertainty surrounding state regulation to adequately handle bypass means that the OECP must fail. These arguments, however, fail to discern the interrelationship between federal and state authority and ignore the fact that the OECP will continue to allow the Commission and state regulatory agencies to continue to act within their respective spheres of authority. Regardless of whether the Commission discharges NGA jurisdiction through the traditional certificate process or the OECP, the scope of the Commission's authority remains well defined and is intended to supplement state author-

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[67] SoCal App. at C-111, C-121 and D-77.

[68] SoCal App. at C-108, C-109, D-76, D-77; INGAA App. at 106a-107a.

[69] Motor Vehicle Manufacturers Ass'n v. State Farm Mutual Automobile Insurance Co., 463 U.S. 29, 43 (1983), *quoting* Burlington Truck Lines, Inc. v. United States, 371 U.S. 156, 168 (1962).

ity.[70] The court of appeals recognized this bright-line delineation of authority in stating that the "Commission fulfills its mission under the [NGA] if it establishes conditions by which gas arrives in the hands of consumers or LDCs on terms that conform to the Act." [71] Viewed in these terms, the OECP neither expands nor restricts the scope of complementing state authority to regulate the "LDC bypass."

B. The Optional Expedited Certificate Procedural Provisions Are Not Ripe For Review.

In contrast to issues concerning the Commission's authority to adopt the OECP, the court of appeals correctly determined that SoCal's complaints as to the procedural aspects of the rule are not sufficiently ripe for review.[72] In addition to directly challenging the Commission's authority to streamline the traditional certificate process, SoCal attempts to raise a number of attacks on the procedural aspects of the OECP's presumption provisions which the court of appeals characterized as "highly abstract and speculative." [73] Review by this Court at this time is premature at best and should be deferred pending a final formulation of the Commission's optional certificate regulations.

It is clear that SoCal's complaints concerning the procedural provisions of the OECP are only theoretical and

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[70] FPC v. East Ohio Gas Co., 338 U.S. 464 (1950). *See* H.R. Rep. No. 709, 75th Cong., 1st Sess. 2 (1937).

[71] INGAA App. at 108a. Whether and the extent to which states may regulate "LDC bypass" or interstate gas sales to end-users is a separate question which has no direct bearing on the scope of the Commission's NGA-based authority over pipeline transportation. *See, e.g.*, Panhandle Eastern Pipe Line Co. v. Michigan Public Service Commission, 341 U.S. 329 (1951); Panhandle Eastern Pipe Line Co. v. Public Service Commission of Indiana, 332 U.S. 507 (1947).

[72] INGAA App. at 97a-102a.

[73] INGAA App. 100a-101a.

speculative at this juncture. Thus, review by the Court would result in a premature adjudication in the nature of an advisory opinion.[74] As the court of appeals acknowledged below, the procedural issues raised by SoCal has not yet been addressed by the Commission or the courts in a specific factual context.[75] Since these issues, including specifically the effect of the "rebuttable presumption," can be contested and reviewed in specific proceedings before the Commission, the OECP in its present form does not present issues which are fit for judicial decision and no hardship to SoCal can result from withholding a generic and abstract consideration of the OECP at this time.

CONCLUSION

The Petitions for Certiorari in Nos. 87-976, 87-977, 87-979 and 87-1091 should be denied.

Respectfully submitted,

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[74] Abbott Laboratories v. Gardner, 387 U.S. 136 (1967).

[75] INGAA App. at 100a-101a.

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SUPPLEMENTAL APPENDIX

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EXCERPTS FROM ORDER NO 436

[JA 305]

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An interstate pipeline, however, seeking to sell gas from its system supply (a commingled stream of gas that was at the wellhead both NGA-jurisdictional and NGA-non-jurisdictional) is subject to the full panoply of statutory regulation governing market entry, market exit and price. As a result, *even for already certificated sales to existing customers*, it may change its rates only upon 30 days advance notice. It must supply extensive documentation detailing each and every source of natural gas supply, including an identification of the seller, the location, and the price. If it seeks to provide a new service to an existing customer, it must file for and obtain a section 7(c) certificate authorizing the new service. Any party opposing the new market entry has a right to explore genuine issues of material fact in a contested, trial-type hearing.

The rationale for maintaining utility-type market entry, exit, and price regulation over the sales for resale of interstate pipelines while removing that regulation for similar sales by other market entities is only implicit in the NGPA but appears plain enough: While Congress concluded that gas production was [JA 306] sufficiently competitive to remove regulation, the control which interstate pipelines exercised over transportation still conferred on them the same kind of market power over their customers as had existed at the time of enactment of the NGA.[39]

If customers had access to transportation for gas which they purchase directly in the competitive, commodity market, the pipeline would find itself at a serious competitive disadvantage in marketing gas in competition with

producers and other entities because the regulatory rules as to market entry, exit and price would deprive it of the flexibility to meet the competition. We have *already* seen a good deal of that with the development of the spot market, the resulting decline in pipeline sales and increased use of transportation. And with the advent of repeated out-of-cycle PGA filings, we have seen what may be the beginnings of a virtual "posted price" approach to gas at the resale end where pipelines compete against other pipelines.[40]

Yet a pipeline that accepts the open access condition tendered in the final rule will have agreed to provide its customers with that access, thereby accelerating the process. This would thus require those pipelines that wish to remain merchants to seek greatly increased pricing flexibility.

• • • •

[JA 318]

5. The pipelines have generally expressed a reluctance to provide these transportation services on a nondiscriminatory basis to their existing sales customers[88] or to customers without immediate fuel-switching capability, such as residential and commercial consumers.[89]

   a. With respect to incremental volumes (*i.e.*, gas that would not displace a sale by the pipeline itself from its own contracted-for supply), pipelines generally do not have adequate incentives to provide this service as long as the pipeline's rate structure requires the crediting to the pipeline's sales customers of essentially all revenues received from the transportation. The regulations allowed the pipeline to elect an option pursuant to which costs would be allocated to the transportation service (allowing retention of the revenues), but until fairly recently most major pipelines had not elected that option.[90] Moreover,

the pipelines have been under no legal obligation to elect the revenue retention option. Once pipelines began to design their rates to allocate costs to the transportation service, thereby obtaining the right to retain revenue, the ratemaking rationale for declining to transport incremental volumes has diminished.

[JA 319]

b. With regard to volumes of gas that would displace a sale by the pipeline from its own contracted-for supply, the situation has been somewhat more complex.

(i) Where the pipeline's take-or-pay exposure was so great that it believed that prepaid gas would never be able to be "made up," the pipeline faced the possibility of forfeiting the entire principal amount of the prepayment. Under these economic circumstances, even where the pipeline was able to retain the revenues received from providing transportation, the pipeline would still lose money were it to transport gas that would displace a unit of contracted-for gas. The more gas it transported, the more money it would lose. Under these circumstances the pipeline's reluctance to transport was at its height. Accordingly, it is important to provide flexibility for pipelines and producers to renegotiate these contracts, to review "buy-outs," "buy-downs" and to provide for expedited treatment of limited term and permanent producer abandonment and certificate requests.

[JA 320]

(ii) Where the pipeline's take-or-pay exposure was *not* so great as to confront it with the

prospect of forfeiting prepayments, the question was more one of fixed cost allocation. If the pipeline had to finance the prepayments, who should bear the burden of the carrying charges, the fixed costs associated with the prepayment: the sales customers, the transportation customers, the producer (by not being paid in accordance with the contract), or the pipeline's shareholders?

6. As a result of the pattern of contractual arrangements developed by the industry during previous eras of pipeline expansion[91] and supply curtailment,[92] such as take-or-pay and minimum bill provisions,[93] customers of pipelines have been allocated a large part of the risk that gas supplies deregulalated by the NGPA might prove unmarketable over the life of contracts signed by producers and pipelines.

In turn, the Commission's administration of its ratemaking and certificate obligations under the NGA[94] has impeded the ability of natural gas consumers to secure the rewards of competition in natural gas markets commensurate with the risks [JA 321] that have been allocated to them by pipelines and producers.

In particular, the Commission's policy of full rolled-in pricing of price-controlled and deregulated gas supplies has frustrated the transmission of clear and accurate price signals between the city-gate and the wellhead,[95] and has permitted pipelines to bid up new gas prices above market-clearing levels.[96]

The Commission's policy of discouraging the flexible entry and exit of new pipeline services from natural gas markets is thwarting the expansion of the interstate pipeline system in order to provide

for changing end-uses of gas[97] and changing locations of new gas fields.[98]

7. As a result, average delivered prices of gas are not adjusting downwards in line with the decline in field prices,[99] and this failure is causing unnecessarily high energy costs to consumers and a very large loss to the American economy in jobs, production, and net economic efficiency.[100]

* * * *

[JA 346]

2. *Commission authority to prescribe the non-discriminatory access condition.*

   a. *Authority to impose on interstate transportation by interstate pipelines.*

The proposed rule provided that self-implementing transportation authorizations under section 311 of the NGPA and blanket transportation certificates issued under section 7 of the NGA would be subject to an express non-discriminatory access condition. The express condition provided that any interstate or intrastate pipeline that provides any transportation service pursuant to such authority or certificate shall provide such service for all shippers willing to pay the applicable tariff rate on file with the Commission for the service requested, without discrimination in the quality of service provided, the categories, prices, or volumes of natural gas transported, customer classification, or discrimination of any kind.

[JA 347]

Comments

Some commenters misunderstood the non-discriminatory access condition to require that *all* self-implementing transportation requests, including patently unreasonable requests, be accepted by transporters.[6]

Commission Response

This was not the Commission's intent. Therefore, the non-discriminatory access condition has been revised in the final rule to insert the word "undue" to track the NGA statutory standard.[7] The final rule thus is intended to prohibit undue discrimination, or preference, including but not limited to undue discrimination or preference in the quality of service; duration of service; categories, prices, or volumes of gas transported (including as between affiliated and non-affiliated producers or shippers); and customer classification (including whether or not transportation would displace sales to an existing sales customer of the transporting pipeline).

Moreover, the final rule expressly provides that a pipeline may impose reasonable operational conditions on any request for self-implementing service. See sections 284.8 (c) and 284.9(c). Such conditions are required to be made a part of the pipeline's tariff, however, and thus will be subject to public scrutiny and Commission review. *Id.*

Comments

Most of the commenters who address the non-discriminatory access conditions support the Commission's proposal. Those in [JA 348] favor of the proposal include a quarter of the major interstate pipelines, nearly half the intrastate pipelines, a majority of local distribution companies (LDCs) and virtually all industrial end-users, producers and public entities. The majority of interstate and intrastate pipelines oppose the proposal.[8]

Those in favor of the non-discriminatory access condition generally state that it is necessary in order to effectuate the consumer protection and competition goals of the NGA and NGPA. They assert that it is reasonable in light of the increased demands for transportation of lower-priced gas in natural gas markets, and that it should be clearly stated and broadly applied in order to

avoid evasion by pipelines on a case-by-case basis. They conclude that the Commission has legal authority to impose the condition.

The majority of commenters support the application of the non-discriminatory access condition to pipelines that choose to participate in the Commission's self-implementing transportation programs. They generally indicate the view that the Commission has sufficient authority to implement the non-discriminatory access condition under both NGA section 7(e), which grants the Commission authority to attach reasonable conditions to certificates, and NGA sections 4(b) and 5(a), which prohibit undue discrimination or preference in rates, charges, or practices.[9]

Among the cases cited in support of the Commission's authority under the NGA to impose the non-discriminatory access condition [JA 349] are: *Gulf Oil Corporation v. FPC*, 563 F.2d 588, 596-97 (3rd Cir. 1977) and *American Trucking Association, Inc. v. Atcheson, Topeka, & Sante Fe Railway Company*, 387 U.S. 397 (1967). Process Gas Consumers Group (PGC) also cites several cases in which the courts have read NGA section 7 very broadly to uphold certificate conditions imposed by the Commission; *Atlantic Refining Company v. PSC*, 360 U.S. 378 (1959); *Transcontinential Gas Pipeline Co. v. FERC*, 589 F.2d 186, 190 (5th Cir. 1979), *cert. denied*, 445, U.S. 915 (1980) (conditioning of certificates to ensure appropriate allocation of risk); and *Alabama-Tennessee Natural Gas Co. v. FPC*, 203 F.2d 494 (3rd Cir. 1953) (imposition of rate conditions).

The main argument of the commenters that oppose the non-discriminatory access provision is that the condition would, in effect, subject interstate and intrastate pipelines to regulation as common carriers.[10] According to these commenters, while participation in the self-implementing program may be voluntary, participation

for all practical purposes is mandatory because pipelines will be forced by economic and competitive necessity to participate in the program in order to remain financially viable. Others argue that the non-discriminatory access provision could have the effect of imposing increased costs on customers, such as take-or-pay costs when transportation displaces sales.[11]

Furthermore, these commenters argue that the Commission does not have legal authority to apply the condition to either certificates issued under section 7 of the NGA or self-implementing transportation authorized under section 311 of the NGPA.

[JA 350]

Several of the commenters point to the legislative history of the NGA in support of their view that the Commission is abusing its section 7 conditioning authority in attempting to do indirectly that which Congress has expressly declined to give the Commission authority to do directly, i.e., make pipelines common carriers.[12] These commenters point to the express omission of common carrier authority in the legislative history of both the NGA and NGPA, as well as several legislative proposals to impose non-discriminatory access or express common carrier requirements on natural gas pipelines which have been introduced in Congress but not enacted since enactment of the NGA.[13]

For example, Panhandle Eastern Pipe Line notes that there has been but one exception to what it perceives as Congress' long-standing reluctance to legislate common carriage by natural gas pipelines. That exception is the requirement in the Outer Continental Shelf Lands Act of 1978, 42 U.S. §§ 1334(e) and (f), that natural gas pipelines to which the Secretary of the Interior has granted authority to transport Outer Continental Shelf (OCS) gas must provide transportation on a non-discriminatory basis. Panhandle reasons that the absence

of a similar provision in the NGA and NGPA demonstrates that Congress concluded that the Commission should not have the authority to require that pipelines authorized to transport natural gas under those Acts do so in a non-discriminatory manner.

[JA 351]

Intrastate pipelines and their state regulatory bodies assert that the access condition is an unsupportable attempt to pre-empt state regulation of intrastate activities.[14]

Commission Response

In considering those comments that suggest the Commission lacks legal authority to apply the non-discriminatory access condition to interstate transportation under the NGA the Commission has reviewed the requirements of the NGA, including legislative history and relevant case law.

Section 7(e) of the NGA states, in pertinent part, that:

> The Commission shall have the power to attach to the issuance of the certificate and to the exercise of the rights granted thereunder such reasonable terms and conditions as the public convenience and necessity may require.

According to the Supreme Court:

> The Act was so framed as to afford consumers a complete, permanent and effective bond of protection from excessive rates and charges . . .
>
> . . . In view of this framework in which the Commission is authorized and directed to act, the initial certification of a proposal under §7(e) of the Act as being required by the public convenience and necessity becomes crucial. This is true because the delay

> incident to determination in § 5 proceedings through which initial certificated rates are reviewable appears nigh interminable.[15]

Thus, the Commission's certificate and conditioning authority is the means by which it effectuates the purpose of the NGA to underwrite just and reasonable rates to the consumers of natural gas.[16] Any attack on a condition in a certificate issued by the Commission must confront the well-established principle that [JA 352] generally the Commission has extremely broad authority to condition certificates of public convenience and necessity.

This broad conditioning authority must be examined in the context of Congress' consideration of the NGA itself. It is abundantly clear from the history of the Act and from the events that prompted its adoption that Congress considered the natural gas industry to be heavily concentrated and that monopolistic forces were determining the amount of natural gas that could be marketed by fixing the amount that could be transported.[17]

Thus, section 7(e) of the NGA gives the Commission the power to attach conditions to certificates where required by the public convenience and necessity.

Beyond section 7, however, sections 4 and 5 of the NGA also prohibit unduly discriminatory or preferential practices by natural gas companies. The Commission has determined that the practice of restricting access to transportation is unduly discriminatory and preferential; and, importantly, has prevented consumers from obtaining the lowest reasonable rates for both transmission services and gas costs. Therefore, the Commission intends the final rule to be an exercise of its conditioning authority to effectuate the non-discrimination requirements of the Act and to ensure that consumers will obtain gas and transportation at just and reasonable rates.

Given the breadth of our section 7 conditioning authority and our obligation under sections 4 and 5, we must ask whether the proposed non-discriminatory access condition is so broad as **[JA 353]** to impose, either directly or indirectly, common carrier obligations on pipelines in violation of the NGA.

Notwithstanding the basis of the condition in sections 4, 5 and 7 of the NGA, several commenters have asserted that Congress failed to enact amendments to the NGA which would have imposed mandatory transportation requirements on natural gas pipelines, and therefore the NGA by implication does not authorize the Commission to impose common carrier status on pipelines.[18]

Of key interest to the Commission in its review of the legislative history are sections 303 and 304 of Title III of H.R. 5423 introduced in 1935 by Representative Sam Rayburn, Chairman of the House Committee on Interstate and Foreign Commerce.[19]

Sections 303 and 304 of H.R. 5423 provided in pertinent part (emphasis added):

> Section 303(a). *It shall be the duty of every distributor to* furnish natural gas, to exchange natural gas with, and *transmit natural gas for any person* upon reasonable request therefor; and to furnish and maintain such services and facilities as shall promote the safety, comfort and conveniences of all its customers, employees, and the public, and shall be in all respects adequate, efficient and reasonable . . .
>
> Section 304. Whenever the Commission after notice and opportunity for hearing finds such action necessary or desirable in the public interest, *it may by order direct a distributor* to make additions, extensions, repairs, or improvements to or changes in its facilities, to establish physical connection with the facilities of one or more persons, to permit those

> of its facilities by one or more persons, or utilize the facilities of, sell natural gas to, purchase natural gas from, *transmit natural gas for*, or exchange natural gas with *one or more other persons* . . . [T]he **[JA 354]** Commission may prescribe the terms and conditions of the arrangement to be made between such persons, including the apportionment of reimbursement reasonably due to any of them.[20]

If these sections would have imposed common carrier obligations on natural gas pipelines, and therefore were rejected by Congress, a principal attribute of common carrier status must be its *mandatory* nature. Thus, section 303 would have imposed an affirmative "duty" on pipelines to "transmit" natural gas "for any person." Section 304 would have provided the Commission with the concomitant authority to "by order direct" any pipeline to "transmit natural gas for . . . one or more other persons . . . ."

Sections 303 and 304 must be read in the context of sections 4(b) and 5(a) of the NGA as enacted. In contrast to proposed section 303's affirmative duty, section 4(b) flatly prohibits "any undue preference or advantage" and "any reasonable difference" in service or as between classes of service. In contrast to proposed section 304's discretion to *order* transportation, section 5(a) contains *no express authority to order transportation.* Instead, section 5 permits the Commission to find that "any rule, regulation, practice or contract" affecting transportation rates, charges or classifications is ". . . unduly discriminatory, or preferential" and thereafter fix prospectively by order the "just and reasonable . . . rule, regulation, practice or contract" to be observed.

On the one hand, sections 303 and 304 would have imposed an affirmative duty on pipelines to transport for others and backed **[JA 355]** up that duty with discretionary authority on the part of the Commission to order such transportation.

On the other hand, sections 4, 5, and 7 of the NGA attach non-discrimination obligations to the "practices" of pipelines and back up those obligations with broad conditioning authority on the part of the Commission. But the Natural Gas Act does not expressly *require* pipelines to transport for others as an affirmative duty.

We have considered whether the non-discriminatory access condition in the final rule amounts to a "direction" or a "mandate" to pipelines to transport for others as an "affirmative duty." First, the condition is just that: a *condition* on the certification or authorization of certain self-implementing transportation services which a pipeline may *voluntarily choose to perform or not*, strictly at its own option. Thus, it does not "direct" or "mandate" a pipeline to do anything. Second, the condition, even when accepted by a pipeline as part of its self-implementing transportation program, does not impose any "affirmative duty" on a pipeline to transport. It only requires that when a pipeline *does* choose to transport on a self-implementing basis, it must provide those transportation services in a non-discriminatory manner. Nor does the condition cover all transportation services and thus operate as mandatory *in effect*. A pipeline remains free to seek authorization for other transportation programs not covered by the condition and the Commission will review them on a case-by-case basis.

[JA 356]

In addition, the condition expressly applies, verbatim, the statutory prohibitions on unduly discriminatory or preferential practices, rates or charges imposed by Congress when it enacted sections 4 and 5 of the NGA.[21]

The Commission need not decide in this rulemaking whether it may ever order transportation on a mandatory basis. The Commission plainly has broad powers to enforce the congressional directives and these powers are at their height when the Commission is fashioning a

remedy for a violation of the statute or an existing regulation. *Niagara Mohawk Power Co. v. FPC*, 379 F.2d 153, 159 (D.C. Cir. 1967). But while these powers may be available in appropriate cases, there is no need to test their scope here, where the regulatory obligations are voluntarily assumed.[22] Further, the condition only applies with regard to each of the individual types of transportation service offered and does not cover transportation under existing individual section 7 certificates or new individual section 7 certificates filed outside of the optional expedited certificate procedure.

Judicial recognition of the Commission's authority to impose the non-discriminatory access condition has already been indicated in the companion cases *Maryland Peoples Counsel v. FERC*, Nos. 84-1019 and 84-1090 (D.C. Cir. 1985). In those cases, the court vacated Columbia Transmission Company's special marketing program and the Commission's rule allowing pipeline transportation for certain industrial end-users. In both instances, the court found the Commission had not justified the programs to the extent they **[JA 357]** allowed pipelines to transport gas to some customers without requiring pipelines to furnish the same service to all customers on non-discriminatory terms.

In its order on the blanket certificate program (No. 84-1090), the court noted, *id*, at n.19, that MPC's plea that blanket transportation certificates be conditioned on non-discriminatory access accords with the recommendation of the Department of Energy: "To achieve the benefits of a properly developed spot market for natural gas . . . FERC should use its authority over natural gas transportation to require pipeline companies to provide carriage on a non-discriminatory basis whenever there is idle pipeline capacity." DOE Report, *supra*, p. 3, at 82. The court further noted that the Commission does not question that it has such authority, *citing Tennessee Gas Pipeline Co. v. FERC*, 689 F.2d 212, 214-15 (D.C. Cir.

1982); *Transcontinental Gas Pipe Line Corp. v. FERC*, 589 F.2d 186, 190 (5th Cir. 1979) (invoking "the well-established principle that generally the Commission has extremely broad authority to condition certificates of public convenience and necessity"), *cert. denied*, 445 U.S. 915 (1980).

Finally, we view section 311(c) of the NGPA as conferring sufficient authority to require a comparable condition under transactions authorized under that statute. The effect of NGPA section 602(b) is discussed below.

[JA 358]

b. *Authority to impose on interstate transportation by intrastate pipelines.*

Comments

Intrastate pipelines and state regulatory commissions cite the NGPA section 602(b) prohibition on common carrier status for section 311 transporters as an absolute ban on application of the non-discriminatory access condition to their operations.[23] They also state that the condition is illegal under NGPA section 601(a)(2)(A), which exempts transportation by intrastate pipelines under section 311(a) of the NGPA from Commission jurisdiction for purposes of section 1(b) of the NGA.[24]

These intrastate pipelines perceive the access conditions as a back door through which the Commission may intrude on their non-section 311, purely intrastate activities. They fear that the non-discriminatory access requirements ultimately will result, if they agree on any section 311 transportation, in more and more of their capacity being obligated to section 311 transportation. Consequently, they assert, the capacity available for intrastate activities would diminish, threatening their viability in the intrastate market. Further, the rate charged by a pipeline in each new section 311 trans-

portation arrangement would be subject to regulation by the Commission under the proposed rule. Therefore, intrastate pipelines, as well as many state regulatory agencies, view the non-discriminatory access condition as an indirect but substantial threat by the Commission to preempt state [JA 359] authority over intrastate pipeline activities. These commenters argue that the non-discriminatory access provision, therefore, violates NGPA sections 601(a)(2)(A) and 602(b).

Commission Response

The Commission has absolutely no intention of regulating intrastate transportaton of natural gas. Rather, the intent of the proposed rule was simply that the same non-discriminatory access condition should apply to all transportation in interstate commerce, whether by an entity subject to FERC jurisdiction under the NGA or to other entities allowed by the Commission under the NGPA to engage in such interstate commerce without becoming subject to the NGA.

Several changes have been made in the final rule to clarify this intent. First, there is no requirement that intrastate pipelines under section 311 provide such transportation service on a firm basis. See section 284.8(a)(ii). Firm transportation is not prohibited, however. In the event an intrastate pipeline offers firm transportation then section 284.8(b) requires that it provide "such" service on a non-discriminatory basis.

Similarly, if an intrastate pipeline offers interruptible interstate transportation (under section 284.(a)(ii)), the only obligation is to provide "such" interruptible service on a non-discriminatory basis. See section 284.9(b).

Thus, the final rule completely avoids the situation whereby an intrastate pipeline is required to offer firm service for out-of-state shippers, thus, progressively being turned into [JA 360] an interstate pipeline against

its will and against the will of the responsible state authorities.

With regard to the rate conditions of section 284.7, the proposed rule would have required intrastate pipelines to comply with the same conditions. The final rule makes it clear that the rate conditions of section 284.7 apply only to transportation under Subparts B, G and H and not to transportation by intrastate pipelines under Subpart C. The final rule retains the pre-existing rules regarding rates for Subpart C transportation. See section 284.123. In essence, there have been no real concerns with transportation by intrastate pipelines and therefore there is no need to modify the current rules.

With regard to the comment that the non-discriminatory access condition violates section 602(b), we note that the NGPA does not define "common carrier." Section 602(b) has scant legislative history. The only mention of the purpose of section 602(b) in the Conference Agreement merely states that the House bill had provided that "the intrastate pipeline would not have been subjected to regulation as a common carrier . . . ." [25] The Commission notes that Congress did not directly authorize section 311 transportation but gave the Commission the discretion to authorize such transportation under such terms and conditions as the Commission might prescribe under sections 311(c) and 501(a) of the NGPA.[26]

[JA 361]

All the Commission is doing here is ensuring that where a new entity enters into the field of offering interstate transportation services, that it do so on a non-discriminatory basis. We cannot accept the premise that section 602(b) is a Congressional license to "intrastate pipelines" to enter into the field of interstate commerce on an avowedly discriminatory basis. Whatever else the prohibition regarding "common carriage" status may do, it does not sweep so broadly as to license unduly dis-

criminatory rates or practices.[27] The same conclusion applies to interstate pipelines operating under section 311.

Further, it appears from the legislative history of the NGPA that the Commission's conditioning authority under NGPA sections 311(c) and 501(a) is coextensive with the broad discretion granted to the Commission under section 7(c) of the NGA.[28] Section 311(c) must be read in light of the fundamental intention of the NGPA to facilitate the movement of gas between the intrastate and interstate markets following a period of severe curtailment of interstate supplies coincident with ample intrastate supplies.[29]

Hence, the Commission has determined that the non-discriminatory access condition does not violate section 602(b).

The Commission emphasizes that it fully respects the bounds of its jurisdiction under section 1(b) of the NGA as reaffirmed by section 601(a)(2)(A) of the NGPA. The Commission does not intend that any aspect of the final rule intrude in any way whatsoever on the sound discretion of the states to regulate strictly [JA 362] intrastate transactions in the public interest. Nor does the Commission intend the final rule in any way whatsoever to impair the ability of intrastate pipelines to provide reliable service to their intrastate customers.

3. *The reasonableness of the non-discriminatory access condition.*

Comments

Some commenters complain that the non-discriminatory access condition is unreasonable, and therefore not authorized under law or otherwise appropriate, because it would interfere with pipelines' ability to make necessary and appropriate business decisions such as choosing a product/market mix of transportation and sales services, or declining to provide transportation services that would impair

their ability to meet their obligations to existing sales customers.[30] Intrastate pipelines state that the non-discriminatory access condition could potentially affect their ability to provide services in the intrastate market. Several commenters suggest that the harm to the reliability of existing services to pipeline customers would outweigh the benefits of the non-discriminatory access condition to new transportation customers.[31]

Some industrial end-users state that the imposition of the non-discriminatory access requirement on intrastate pipelines is unreasonable because most state agencies already have authority with respect to intrastate pipelines to accomplish the Commission's goal in proposing the condition. These commenters point to New [JA 363] Mexico and other states that have enacted or are considering statutes that require non-discriminatory gas transportation.

One industrial end-user, Air Products, argues that the Commission's proposal to apply the non-discriminatory access provision to intrastate pipelines would diminish the interstate-intrastate pipeline integration achieved since enactment of the NGPA. Lack of system integration would hinder the ability of interstate pipelines and their customers to gain access to reserves connected to intrastate pipelines. According to Air Products, the undesirable effects would result because intrastate pipelines would rather forego NGPA section 311 transportation altogether than expose all of their intrastate operations to possible Commission jurisdiction.

Other commenters, such as Oklahoma Natural Gas Company, suggest that the Commission revise the proposals to specifically limit application of the non-discrimination and firm transportation requirements to an intrastate pipeline's excess capacity in order to reassure intrastate pipelines and state regulatory agencies that the Commission will not intrude on local activities beyond its jurisdiction.

On the other hand, commenters supporting the non-discriminatory access condition assert that the condition is reasonable and absolutely necessary in order to ensure access, by pipeline customers and other shippers, to competitively priced gas supplies at the wellhead. They point to the proliferation of individual pipeline transportation programs and the expanded flexibility of **[JA 364]** the program proposed by the rule as direct benefits to pipelines which agree to the non-discriminatory access condition. Finally, they point to the history of pipeline gas purchasing practices over the last 30 years as justification for requiring pipelines who transport for others to do so on a non-discriminatory basis for all consumers.[32]

Commission Response

With regard to *intrastate* pipelines, we repeat what was stated above: intrastate pipelines are under no requirement to offer firm service under Subpart C, and the non-discriminatory access condition will apply only to the intrastate pipeline which provides "such" interruptible or firm service. Thus, where an intrastate pipeline offers only interruptible services, the access condition can in no way adversely affect its ability to provide firm service to intrastate customers.

With regard to *interstate* pipelines, the condition is also reasonable. First, the actual condition is voluntary. There is no requirement under the statutes or the rules that an interstate pipeline provide transportation under the self-implementing regulations. Moreover, the condition imposes, verbatim, the statutory ban against undue discrimination. The access condition, therefore, must be included in certificates and self-implementing transportation agreements in order to assure that gas supplies and transmission services are provided as broadly as possible in response to new demands from consumers and new competition in gas markets.

* * * *

EXCERPTS FROM ORDER NO. 436-A

[JA 1079]

The Commission considered most of the arguments raised by the applicants which suggest that the Commission lacks legal authority to apply the non-discriminatory access condition to interstate transportation under the NGA prior to issuing Order No. 436. Further, the Commission reviewed the requirements of the NGA, the legislative history of the NGA, and relevant case law.

Section 7(e) of the NGA, which was added as an amendment to the act in 1942, states, in pertinent part, that:

> The Commission shall have the power to attach to the issuance of the certificate and to the exercise of the rights granted thereunder such reasonable terms and conditions as the public convenience and necessity may require.

According to the Supreme Court:

> The Act was so framed as to afford consumers a complete, permanent and effective bond of protection from excessive rates and charges . . .
>
> . . . In view of this framework in which the Commission is authorized and directed to act, the initial certification of a proposal under § 7(e) of the Act as being required by the public convenience and necessity becomes crucial. This is true because the delay incident to determination in § 5 proceedings through which initial certificated rates are reviewable appears nigh interminable.[30]

Thus, as stated by the Commission in Order No. 436 (at Section IV.A.), the Commission's certificate and con-

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[30] Atlantic Refining Co. v. Public Service Commission of New York, 360 U.S. 378, 388-89 (1959) (CATCO).

ditioning authority is the means by which it effectuates the purpose of the [JA 1080] NGA to underwrite just and reasonable rates to the consumers of natural gas.[31] Any attack on a condition in a certificate issued by the Commission must confront the well-established principle that generally the Commission has extremely broad authority to condition certificates of public convenience and necessity.

While determined to use the full breadth of its section 7 conditioning authority to end discriminatory transportation practices and thereby fulfill its obligation under sections 4 and 5, the Commission recognized that its actions could neither directly nor indirectly impose common carrier obligations on pipelines in violation of the NGA.[32]

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[31] *Id.* at 389.

[32] An important factor in the Commission's determination that it does not have the authority to mandate common carriage was the legislative history of sections 303 and 304 of Title III of H.R. 5423 which was introduced on February 6, 1935, (74th Congress 1st Session) by Representative Sam Rayburn, Chairman of the House Committee on Interstate and Foreign Commerce.

Sections 303 and 304 of H.R. 5423 provided in pertinent part (emphasis added):

> Section 303(a). *It shall be the duty of every distributor to* furnish natural gas, to exchange natural gas with, and *transmit natural gas for any person* upon reasonable request therefor; and to furnish and maintain such services and facilities as shall promote the customers, employees, and the public, and shall be in all respects adequate, efficient and reasonable . . .
>
> Section 304. Whenever the Commission after notice and opportunity for hearing finds such action necessary or desirable in the public interest, *it may by order direct a distributor* to make additions, extensions, repairs, or improvements to or changes in its facilities, to establish physical connection with the facilities of one or more persons, to permit use of its facilities by one or more persons, or utilize the facilities of, sell natural gas to, purchase natural gas from, *transmit natural gas for*, or exchange natural gas with *one or more other persons* . . .
> . . . [T]he Commission may prescribe the terms and conditions

Further, the condition only applies with regard to each of the individual types of Order No. 436 transportation service offered. Therefore, for example, an interstate pipeline may transport under the Part 284, Subpart G blanket certificate program without becoming subject, by reason of such blanket certificate transportation, to an obligation to provide service under Subpart B of Part 284 and [JA 1081] vice versa. Further, the non-discriminatory access provisions of §§ 284.8(b) and 284.9(b) *per se* do not cover transportation under existing individual section 7 certificates or new individual section 7 certificates filed outside of the optional expedited certificate procedure.

The Commission agrees with those petitioners that state that the court's mandate in *Maryland People's Counsel v. FERC*, 761 F.2d 768 and 768 F.2d 780 (D.C. Cir. 1985), was not intended to require that the Commission adopt mandatory carriage regulations. In any event, the Court's mandate clearly did judicially recognize all that is necessary for present purposes, that is the Commission [JA 1082] has the authority to impose non-discriminatory access conditions on pipeline transportation.[33]

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of the arrangement to be made between such persons, including the apportionment of reimbursement reasonably due to any of them.

Section 303 and 304 must be read in the context of sections 4(b) and 5(a) of the NGA as enacted. In contrast to the affirmative duty of unenacted section 303 of H.R. 4523, section 4(b) of the NGA flatly prohibits "any undue preference or advantage" and "any reasonable difference" in service or as between classes of service. In contrast to the discretionary proposed authority in unenacted section 304 of H.R. 5423 to *order* transportation, section 5(a) of the NGA contains *no express authority to order transportation.* Instead, section 5 limits the Commission to fixing prospectively by order the "just and reasonable . . . rule, regulation, practice or contract" to be observed.

[33] In its order on the blanket certificate program (No. 84-1090), the court noted (761 F.2d at 789 n.19) that MPC's plea that blanket transportation certificates be conditioned on non-discriminatory

The Commission determined that the non-discriminatory access conditions in Order No. 436 did not amount to a "direction" or a "mandate" to pipelines to transport for others as an "affirmative [JA 1083] duty" because the condition is only a condition. As it stated in the order: "a *condition* on the certification or authorization of certain self-implementing transportation services which a pipeline may *voluntarily choose to perform or not*, strictly at its own option." Thus, Order No. 436 does not "direct" or 'mandate" a pineline to do anything. Further, the non-discriminatory access condition, even when accepted by a pipeline as part of its self-implementing transportation program, does not impose any "affirmative duty" on a pipeline to transport. It only requires that when a pipeline *does* choose to transport on a self-implementing basis, it must provide those transportation services in a non-discriminatory manner. Nor does the condition cover all transportation services and thus operate as mandatory *in effect*. A pipeline remains free to seek authorization for other transportation not covered by the condition and the Commission will review them on a case-by-case basis.[34]

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access accords with the recommendation of the Department of Energy: "To achieve the benefits of a properly developed spot market for natural gas . . . FERC should use its authority over natural gas transportation to require pipeline companies to provide carriage on a non-discriminatory basis whenever there is idle pipeline capacity." Second DOE Section 123 Report at p. 82. The court further noted that the Commission does not question that it has such authority, *citing* Tennessee Gas Pipeline Co. v. FERC, 680 F.2d 212, 214-15 (D.C. Cir. 1982); Transcontinental Gas Pipeline Corp. v. FERC, 589 F.2d 186, 190 (5th Cir. 1979) (invoking "the well-established principle that generally the Commission has extremely broad authority to condition certificates of public convenience and necessity"), *cert. denied*, 445 U.S. 915 (1980).

[34] Several petitioners argue that Order No. 436 is similar to regulatory programs rejected by the courts in Moss v. CAB, 430 F.2d 891 (D.C. Cir. 1970) and Consolidated Edison Company of New York v. FPC, 511 F.2d 372, 377 (D.C. Cir. 1974). The Com-

[JA 1084]

Furthermore, the Commission is not dissuaded by the comparisons made by several petitioners including, e.g., NGPL (at pp. 12, 28) and City of Willcox, Arizona (at p. 35), between Order No. 436 and the legislative proposals to mandate common-carriage transportation that have been considered, but not enacted by Congress over the years. Nor does the Commission believe that Order No. 436 is inconsistent with section 602(b)(2) of the NGPA, which provides that no person shall be subject to regulation as a common carrier by reason of any transportation authorized under section 311(a) of the NGPA. In the first place, the Commission notes that neither the NGA nor the NGPA defines "common carrier." Nevertheless, the provisions of Order No. 436 do not regulate pipelines as common carriers, as that term is commonly understood.[35]

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mission does not believe these cases are germane in this instance. In *Moss* the Civil Aeronautics Board failed to comply with the public notice and hearing requirements of the Federal Aviation Act in prescribing a fare formula for domestic airlines. Moreover, the court found that the formula actually amounted to a prescription of rates, because the Board admitted that the pressures on carriers to file conforming rates was "great if not irresistable." In a similar vein, the court held in *Consolidated Edison* that if end-use curtailment plans were not filed voluntarily by pipelines but were the result of coercion by the Federal Power Commission the plans would be invalid, because the Commission could not impose a change on an existing tariff without complying with section 5 of the Natural Gas Act.

Neither of these cases applies to the circumstances of Order No. 436. In the first place, Order No. 436 was issued in compliance with applicable rulemaking procedures, which involved extensive public participation. Moreover, as the Commission has already explained, the self-implementing transportation program is voluntary and indeed alternative authority is fully available under traditional Natural Gas Act procedures.

[35] Since Order No. 436 does not have the effect of imposing common carriage status on contract carriers, cases cited for the

[JA 1085]

For instance, even though Order No. 436 requires, as the cited legislative proposals would have required, nondiscriminatory access, the all-important distinction is that Order No. 436 allows a pipeline the option of applying to provide transportation services under individual NGA section 7 certificates. Order No. 436 also gives a pipeline that has opted for self-implementing transportation the opportunity to cease such transportation and resume its status as a merchant. None of the mandatory common-carriage proposals considered heretofore by Congress have included any equivalent option. While a transportation application under the regular NGA section 7 procedures is open to challenge on the grounds that approval of the application would result in undue discrimination, only the individual transportation arrangement covered by the pipeline's applications is at issue in a regular NGA section 7 certificate proceeding and, therefore, denial of a certificate in that proceeding does not prejudice certificate applications by the same pipeline in other proceedings. This option, unlike the legislative proposals for common-carriage, effectively allows a pipeline the discretion to determine whether or not to become a transporter of gas. Further, while allegations of unduly discriminatory effects will be considered in regular NGA section 7 transportation certificate proceedings, a regular NGA certificate is not conditioned on a pipeline's providing transportation to all shippers requesting service. For example, if the Commission should determine that approval of a regular NGA section 7 transportation certificate application would cause undue [JA 1086] discrimination to another party, the discrimination could be cured by an amendment to the application as it affects a particular additional shipper.

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proposition that only Congress can impose that status (FCC v. Midwest Video Corp., 440 U.S. 689, 702-09 (1978) and Florida Power and Light Co. v. FERC, 660 F.2d 668 (5th Cir. 1981) are not applicable.

The Commission cannot agree with those applicants that insist that it is not unduly discriminatory for a pipeline that transports gas to refuse to transport gas that displaces the pipeline's sales. This is precisely what the court found objectionable in *Maryland People's Counsel v. FERC*, 761 F.2d 780 (D.C. Cir., 1985). Pipelines that were willing to transport gas for their fuel-switchable customers were not required to transport for their captive sales customers that were incapable of switching fuels.

2. *Effects of Non-Discriminatory Access*

a. *On Order No. 319 Transactions*

Certain of the applications for rehearing request that the Commission amend the final rule to allow new transactions to provide transportation for local distribution companies and high-priority end users, previously authorized under NGPA § 311 and Order Nos. 319 and 60, to continue to be made without requiring interstate pipeline companies to provide non-discriminatory access. Philadelphia (passim), CIG (at pp. 25-28) and BUG (at pp. 3-8) assert that the access condition is inconsistent with the NGPA and is not required by the *Maryland People's Counsel* decisions of the D.C. Court of Appeals. Huffco (at pp. 17-18) contends that certificates for the transportation of gas to high-priority end users are required to be issued by section 7(c)(2) of the NGA.

[JA 1087]

Existing transportation for high-priority end users that had been authorized under § 157.209(a) of the regulations has been permitted to continue for the term of the transportation arrangement, subject to the terms and conditions existing at the time it was authorized. *See* § 284.223(g). New high-priority end-user transportation, section 311 transportation for intrastate pipelines and local distribution companies, transportation for end users

under § 157.209(e), and transportation for interstate pipelines, are subject to the express requirement that the transporting pipeline provide non-discriminatory access for all shippers and the various other requirements of § 284.7 *et seq.* The Commission has determined that the practice of restricting access to transportation is unduly discriminatory and preferential and has prevented consumers from obtaining the lowest reasonable rates for both gas and transmission. With that determination, and in view of the many other reasons expressed in the final rule for requiring open access for future transportation, it would be inconsistent with the whole rationale underlying the final rule (and, in the Commission's view, with the rationale underlying the *Maryland People's Counsel* cases as well) to permit new transactions to be initiated for service without adherence to the requirements of the final rule.

* * * *

(5) (4) (3) (4) (5)

Nos. 87-976, 87-977, 87-978, 87-979, and 87-1091

In the Supreme Court of the United States

OCTOBER TERM, 1987

Supreme Court, U.S.
FILED
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JOSEPH F. SPANIOL, JR.
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INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA, PETITIONER

v.

FEDERAL ENERGY REGULATORY COMMISSION, ET AL.

TEXAS EASTERN TRANSMISSION CORPORATION, PETITIONER

v.

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ON PETITIONS FOR A WRIT OF CERTIORARI TO THE UNITED STATES COURT OF APPEALS FOR THE DISTRICT OF COLUMBIA CIRCUIT

BRIEF FOR THE FEDERAL ENERGY REGULATORY COMMISSION IN OPPOSITION

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QUESTIONS PRESENTED

1. Whether, upon determining that interstate natural gas pipelines were engaging in an unduly discriminatory and anticompetitive practice by refusing to provide transportation services to companies that choose to purchase natural gas from producers and other sellers rather than from the pipelines themselves, the Federal Energy Regulatory Commission correctly concluded that it had the statutory authority to eliminate such unlawful discrimination by requiring pipelines that transport gas under certain expedited regulatory procedures to offer transportation service on an "open access" basis.

2. Whether the court of appeals properly remanded to the Commission, for further consideration and explanation, the Commission's decision to take no action at this time with respect to the "take-or-pay" provisions in contracts between natural gas producers and interstate pipelines.

3. Whether the Commission acted within its statutory authority in establishing an optional expedited certificate procedure to ease regulatory barriers that would otherwise obstruct the provision of new pipeline services.

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BRIEF FOR THE FEDERAL ENERGY REGULATORY COMMISSION IN OPPOSITION

OPINIONS BELOW

The opinion of the court of appeals (Pet. App. 1a-128a) is reported at 824 F.2d 981.[1] The orders of the Federal Energy Regulatory Commission are reported at 50 Fed. Reg. 42408 (1985); as corrected, 50 Fed. Reg. 45907 (1985); on reh'g, 50 Fed. Reg. 52217 (1985), 51 Fed. Reg. 6398, 11566, and 11569 (1986).

JURISDICTION

The judgment of the court of appeals was entered on June 23, 1987, and petitions for rehearing were denied on September 15, 1987. The petitions for a writ of certiorari in Nos. 87-976, 87-977, 87-978, and 87-979 were filed on December 14, 1987. The petition for a writ of certiorari in No. 87-1091 was filed on December 11, 1987. The jurisdiction of this Court is invoked under 28 U.S.C. 1254(1).

STATEMENT

A. Statutory and Regulatory Background

1. The Natural Gas Act (NGA), 15 U.S.C. 717 *et seq.*, gave the Federal Energy Regulatory Commission comprehensive regulatory authority over companies that engage in either the sale of natural gas for resale or the interstate transportation of natural gas. That authority extends to both gas producers, which produce and sell natural gas, and natural gas pipelines, which transport and sell natural gas.

The Commission regulates market entry through its authority under Section 7 of the NGA, 15 U.S.C. 717f, to issue certificates of public convenience and necessity, subject to such conditions as the Commis-

[1] "Pet. App." refers to the joint appendix to the petition for a writ of certiorari in No. 87-976.

sion deems appropriate, authorizing natural gas companies to transport or sell gas. The Commission regulates market exit through its authority to grant permission to abandon certificated service (see 15 U.S.C. 717f(b)). In addition, under Sections 4 and 5 of the NGA, 15 U.S.C. 717c and 717d, the Commission regulates the price and other terms of jurisdictional sales and transportation, ensuring that the rates and charges for such service, as well as all rules, regulations, practices, and contracts affecting those rates and charges, are just and reasonable (see 15 U.S.C. 717c(a)).

Section 4(b) of the NGA prohibits natural gas companies from granting "any undue preference or advantage" or maintaining "any unreasonable difference in rates, charges, service, * * * or in any other respect * * *" (15 U.S.C. 717c(b)). Section 5(a) directs the Commission to exercise its remedial authority to eliminate rates or practices that are "unjust, unreasonable, unduly discriminatory, or preferential" (15 U.S.C. 717d(a)). Finally, the Act requires the Commission to evaluate and remedy any anticompetitive behavior by natural gas companies. *E.g.*, *FPC* v. *Conway Corp.*, 426 U.S. 271, 278-279 (1976).

2. Congress altered the operation of the NGA in 1978 when it adopted the Natural Gas Policy Act (NGPA), 15 U.S.C. 3301 *et seq.* That statute was designed "to give market forces a more significant role in determining the supply, the demand, and the price of natural gas." *Transcontinental Gas Pipe Line Corp.* v. *State Oil & Gas Bd.*, 474 U.S. 409, 422 (1986); see also *Public Service Comm'n* v. *Mid-Louisiana Gas Co.*, 463 U.S. 319, 322 (1983) (the NGPA "comprehensively and dramatically" changed the scheme of regulation under the Natural Gas Act).

The NGPA eliminated price regulation of sales of "new" gas, substituting a single scheme of statutory ceiling prices for wellhead sales ("first sales") of natural gas (15 U.S.C. 3301-3333) and a timetable for the gradual decontrol of all wellhead sales (15 U.S.C. 3331). The statute also removed deregulated gas from certificate and abandonment requirements imposed by the Natural Gas Act.[2]

The NGPA also modified regulation of pipelines under the NGA. Section 311(a) of the NGPA, 15 U.S.C. 3371(a), creates an alternative regulatory framework for gas transportation that is designed to promote the development of a unified pipeline transportation network. See H.R. Rep. 95-543, 95th Cong., 2d Sess. 47 (1977). The provision states that the Commission "may" allow interstate pipelines and intrastate pipelines to transport gas for each other, as well as for local distribution companies; any transportation permitted by the Commission under Section 311 is exempted from the certificate and abandonment requirements of the Natural Gas Act (15 U.S.C. 3431 (a)(2)). Section 311 transportation remains subject to the Commission's ratemaking authority (15 U.S.C. 3371(a)(1)(B)) as well as to "such terms and conditions as the Commission may prescribe" (15 U.S.C. 3371(c)).

This revamped statutory scheme has led to a restructuring of the natural gas industry. Prior to the adoption of the NGPA, interstate natural gas pipelines functioned primarily as merchants, buying gas from producers at the "wellhead" and then transporting that gas for resale to the pipelines' customers—

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[2] Section 601 of the NGPA, 15 U.S.C. 3431, coordinates the provisions of the NGPA with the Commission's regulatory authority under the NGA.

local distribution companies that buy gas at wholesale for subsequent resale and large "end users" that buy gas at retail for their own consumption. See Pet. App. 17a; Pierce, *Reconsidering the Roles of Regulation and Competition in the Natural Gas Industry*, 97 Harv. L. Rev. 346, 348 (1983). Since the adoption of the NGPA, however, pipelines have increasingly provided "unbundled" transportation services: local distribution companies and end users buy gas directly at the wellhead from producers and other sellers; the pipelines' role is to transport this "third-party" gas from seller to buyer.

Pipelines generally have provided these transportation services under one of several streamlined authorization procedures that replaced the traditional—and more time-consuming—Section 7(c) certificate proceeding and were designed by the Commission to give pipelines increased flexibility in the provision of transportation services. Under Section 311, the Commission has authorized interstate and intrastate pipelines to provide certain categories of transportation service on a "self-implementing basis"; a pipeline receives a blanket authorization for the provision of transportation services that eliminates the need for advance Commission approval of individual transactions. See 44 Fed. Reg. 52179 (1979). The Commission has established similar streamlined procedures for other categories of transportation services pursuant to its authority under Section 7(c) of the Natural Gas Act, 15 U.S.C. 717f(c). See, *e.g.*, 48 Fed. Reg. 34872 (1983).

B. Order No. 436

1. In early 1985, the Commission published two notices of inquiry stating its intent to explore solutions to certain problems in the provision of trans-

portation services. 50 Fed. Reg. 114 (1985); 50 Fed. Reg. 3801 (1985). One concern identified by the Commission was the pipelines' refusal in certain circumstances to transport third-party gas. Pipelines generally provided this service only to customers capable of switching to alternative fuels. As a result, so-called "captive customers" were generally unable to buy gas at the wellhead because the pipelines would not provide the transportation service needed to move the gas from the seller to the buyer.

Due to a growing surplus in the gas supply in recent years, the price of gas at the wellhead has fallen; the price of gas sold by pipelines, by contrast, has remained relatively high. In response to customers' efforts to obtain transportation services for third-party gas purchased at the wellhead, pipelines have segmented their market: pipelines generally have provided third-party gas transportation services only to those "fuel-switchable" customers that would otherwise leave the pipeline entirely; the pipelines offered sales service—but not transportation service—to the captive customers forced to purchase gas from the pipeline because they could not switch to another fuel source. Pet. App. 20a-23a.

Several months after the Commission issued the notices of inquiry, the United States Court of Appeals for the District of Columbia Circuit vacated and remanded orders establishing two of the Commission's alternative transportation programs. The court held that the Commission had failed to respond adequately to contentions that those programs were unduly discriminatory because transportation services were available only to fuel-switchable customers and not to captive customers. *Maryland People's Counsel* v. *FERC*, 761 F.2d 768 (D.C. Cir. 1985); *Maryland People's Counsel* v. *FERC*, 761 F.2d 780 (D.C. Cir.

1985). Shortly thereafter, the Commission issued a notice of proposed rulemaking proposing to adopt a new rule governing pipelines' authority to provide transportation services (50 Fed. Reg. 24130 (1985)).[3]

2. In October 1985, the Commission adopted Order No. 436, which comprehensively altered regulation of pipeline transportation to take account of the competitive forces unleashed by the NGPA (50 Fed. Reg. 42408). The Commission found that as a result of changes in the natural gas industry accelerated by the removal of price controls mandated by the NGPA, "natural gas has become a separate and distinct economic *commodity* * * * distinct from transportation and distinct from [other pipeline services]" (*id.* at 42412 (emphasis in original)). It stated that the elimination of price regulation of first sales of most natural gas resulted in a "generally competitive market" in that commodity (*id.* at 42413).

The Commission further found that significant changes had taken place with respect to interstate pipeline transportation of natural gas: in some markets two or more pipelines competed against one another; in other markets, however, there remained only a single pipeline supplier. In addition, "the maturing of the pipeline industry in recent decades has meant that there is now an interconnected nationwide pipeline grid" (50 Fed. Reg. 42412 (1985)). The result of these changes was "[a] highly integrated *transportation* network, highly monopolistic in some markets,

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[3] The D.C. Circuit stayed its mandates in the two *Maryland People's Counsel* cases to allow transportation service to continue until the Commission completed the rulemaking proceeding that culminated in the rule at issue in the present case. *Maryland People's Counsel* v. *FERC*, 768 F.2d 450 (D.C. Cir. 1985); *Maryland People's Counsel* v. *FERC*, 768 F.2d 1354 (D.C. Cir. 1985).

fairly competitive in others; over which Congress has generally determined to retain utility-type regulation over market entry, exit and price; but for which Congress has also allowed an alternative approach [under NGPA § 311] in which there may be no restrictions as to market entry and exit, but for which Congress expressly retained regulation as to rates" (*id.* at 42413 (emphasis in original)).

The Commission concluded that it was appropriate to continue regulatory supervision over transportation services, but to do so in a manner that allowed the commodity market for natural gas to develop in a competitive fashion. "In this way, regulation will allow competitive forces to operate in those areas where Congress has determined they will better protect the public interest than traditional utility-type regulation, while retaining the traditional-type regulation in those areas where competitive forces have been found inadequate by the Congress" (50 Fed. Reg. 42413 (1985)).

The Commission also found that natural gas purchasers "seeing the availability of supplies in the field at [lower] prices * * * are seeking to purchase gas directly in the field and have it transported to [them] * * * in competition with the system supplies which the pipeline retains under certain uneconomic long-term contracts" (50 Fed. Reg. 42421 (1985) (footnotes omitted)). However, "pipelines have generally expressed a reluctance to provide these transportation services on a non-discriminatory basis to their existing sales customers or to customers without immediate fuel-switching capability"; they provided such services only to customers capable of abandoning the pipeline in favor of an alternate fuel source (*ibid.* (footnote omitted)). The Commission determined that this discrimination in the provision of transpor-

tation services "impeded the ability of natural gas consumers to secure the rewards of competition in natural gas markets commensurate with the[ir] risks"; in particular, the Commission concluded that consumers had been deprived of the benefit of lower field prices for natural gas because they were unable to obtain transportation for that lower-priced gas. *Ibid.*; see also *id.* at 42424 ("permitting pipelines to unduly discriminate or to exclude certain consumers from transportation services is inconsistent with the fundamental goals of consumer protection and competition in the Natural Gas Act and the Natural Gas Policy Act").

In order to remedy this problem, the Commission consolidated its various alternative transportation procedures into two streamlined procedures: pipelines were authorized to transport gas without prior Commission approval either under Section 311 of the NGPA or under a "blanket certificate" issued under Section 7(c) of the NGA. However, the Commission imposed an "open-access" condition upon pipelines obtaining blanket certificates or providing Section 311 transportation: such pipelines must provide transportation service "without undue discrimination, or preference" (18 C.F.R. 284.8(b)). This condition was designed to prevent pipelines from refusing to transport third-party gas purchased from a seller competing with the pipeline. See 50 Fed. Reg. 42421, 42424-42425, 42430 (1985).

The Commission examined and rejected claims, advanced mainly by pipelines, that the open-access condition exceeded the Commission's authority because it transformed pipelines into common carriers. The Commission concluded that the open-access condition was merely an exercise of the Commission's authority, under Sections 4 and 5 of the NGA, to remedy

undue discrimination and anticompetitive behavior.[4] The Commission stressed that the open-access condition extended only to pipelines that made use of the blanket "self-implementing" authority to provide transportation services set forth in Section 311 of the NGA and the Commission's rules under Section 7(c); the condition does not automatically apply to traditional Section 7(c) certificates authorizing individual transactions. The Commission stated that in the latter situation it would consider on a case-by-case basis whether the open-access condition was necessary to remedy undue discrimination and anticompetitive behavior. The Commission further concluded that, because the open-access condition applied only to those pipelines that chose to utilize the self-implementing transportation authority, it was voluntary, and therefore did not amount to a common carriage obligation. 50 Fed. Reg. 42426-42428 (1985).[5]

The Commission rejected claims that the open-access condition should not be imposed because it would reduce sales of gas by pipelines and therefore increase pipelines' liability to producers under contractual take-or-pay provisions.[6] In the Commission's

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[4] The Commission also found that its broad power to impose conditions upon the provision of transportation services under Section 311 of the NGPA justified the open-access condition. See 50 Fed. Reg. 42428 (1985).

[5] The Commission also adopted ratemaking principles designed to encourage pipelines to offer transportation services on a nondiscriminatory basis (50 Fed. Reg. 42447-42455 (1985)) and required pipelines making use of the blanket transportation authority to allow their customers to adjust contractual obligations to purchase gas from the pipeline (*id.* at 42438-42447). The latter provision allows pipeline gas-purchase customers to obtain transportation service while purchasing gas from other sources.

[6] "Take-or-pay" costs can result when the pipeline's contract with its supplier provides that the pipeline will take a

opinion these contractual problems could be settled among the parties in individual cases and did not justify continuation of unduly discriminatory transportation practices that deprived consumers of access to competitively priced gas. 50 Fed. Reg. 42462-42465 (1985).

Finally, the Commission established an "optional expedited certificate" (OEC) procedure to expedite the issuance of certificates of public convenience and necessity for new pipeline facilities and services pursuant to Section 7 of the NGA (see 50 Fed. Reg. 42467-42476 (1985)). The Commission indicated that the certification process could constitute a barrier to entry into the market for the provision of transportation services. The new procedure is "designed to provide consumers with greater options in the array of gas services available by giving pipelines the ability to offer new service and construct facilities on a timely basis" (*id.* at 42467). The Commission found that, by removing an obstacle to competition, the new procedure would stimulate efficiency in the construction of pipeline facilities and competition in the provision of services to pipeline customers (*ibid.*).

Under the procedure established by the Commission, certificates issued on an expedited basis are sub-

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particular amount of gas or pay for that amount of gas. If the pipeline's sales decrease, the pipeline may not take the required quantity of gas and may be forced to make "take-or-pay" payments to its supplier. If the pipeline does incur take-or-pay costs, these costs generally may be included in the pipeline's rate base; the take-or-pay costs are treated as an investment upon which the pipeline may earn its prescribed rate of return. The typical take-or-pay contract provision then allows a pipeline five years to take delivery of the gas for which it has prepaid. If the pipeline fails to take delivery of the gas within the required period, it has the opportunity to recover prudently incurred take-or-pay costs.

ject to conditions designed to ensure that the economic risk of the project is borne solely by the pipeline and not by ratepayers (see Pet. App. 96a n.32 (summarizing conditions)). In return, the applicant gains the benefit of a rebuttable presumption that the project meets the "public convenience and necessity" standard of Section 7, which obviates the need for a hearing in most cases. Parties who contest the application must raise genuine issues of material fact in order to obtain a hearing. See 18 C.F.R. 157.104.

C. The Decision of the Court of Appeals

The court of appeals upheld most elements of Order No. 436, including the open-access condition and the expedited certificate procedures. As to certain specified issues—including the take-or-pay question—the court directed the Commission to reconsider its determinations. See Pet. App. 1a-128a.[7]

The court of appeals unanimously upheld the factual findings underlying the Commission's order. The court observed that the Commission had found "(a) that pipelines continue to possess substantial market power; (b) that they have exercised that power to deny their own sales customers, and others without fuel-switching capability, access to competitively priced gas; and (c) that this practice has denied consumers access to gas at the lowest reasonable rates" (Pet. App. 30a (citations omitted)). And it found these findings basically unchallenged by the parties seeking to overturn the Commission's order. Indeed, the court observed that the pipelines' claim that the order would prevent pipelines from passing

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[7] The court also remanded issues raised by the Commission's decisions to allow customers to adjust their contractual levels of service and to grandfather certain pre-existing transportation arrangements (Pet. App. 123a-124a).

on their own gas purchase costs "tends to substantiate the Commission's views (1) that in the absence of Order No. 436 competition will be thwarted and (2) that the practices controlled by Order No. 436 are indeed anticompetitive and discriminatory" (*id.* at 31a).

The court unanimously rejected the contention that the Commission lacked the statutory authority to impose the open-access condition upon its blanket authorizations for the provision of transportation services. Turning first to the Commission's authority under the Natural Gas Act, the court found that the Commission's broad power to eliminate discriminatory practices authorized the imposition of the open access condition and that this power was not diminished by the fact that the condition bears some resemblance to obligations imposed upon common carriers (Pet App. 25a-34a). The court also found that the Natural Gas Policy Act empowers the Commission to "control discrimination where the effort imposes on pipelines a duty—even though it be a conditional one—equivalent to the common carrier's duty to provide nondiscriminatory service" (*id.* at 35a).

The court of appeals remanded the "take-or-pay" issue to the Commission for further consideration. Various parties argued in the court of appeals that the provisions of Order No. 436, including the open-access condition, would have the effect of decreasing pipelines' gas sales and thereby increasing pipelines' exposure to contractual liability to producers under take-or-pay provisions. These parties asserted that the Commission had failed to give reasoned consideration to a number of potential solutions to this problem.[8] The court of appeals agreed, and directed the

[8] In concluding that the Commission had failed to give reasoned consideration to claims that the open-access condi-

Commission to reconsider the matter. Pet. App. 75a-95a. The court declined to "require that FERC reach any particular conclusion" with respect to this issue, stating that it "merely mandate[d] that [the Commission] reach its conclusion by reasoned decision-making" (*id.* at 94a).[9]

The optional expedited certificate procedure was challenged on a number of grounds in the court of appeals. The court declined to address claims relating to the procedures for the application of the OEC rules, holding that those issues were not ripe for review (Pet. App. 97a-102a).

The court did address the challenges to the Commission's determination that certificate proposals conforming with the rules would be treated as presumptively consistent with the public convenience and necessity; the court upheld this determination by a

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tion would impede the settlement of take-or-pay liability by pipelines and producers the court rejected (Pet. App. 81a) the Commission's reliance on the "voluntary" nature of the open-access condition, holding that the use of the blanket transportation authority might be mandatory for some pipelines.

[9] Judge Mikva dissented with respect to this point, stating (Pet. App. 126a) that the Commission should be required on remand to take some affirmative action to assuage the take-or-pay problem.

Following the court of appeals' remand, the Commission issued an interim rule addressing the issues remanded by the court of appeals, including the take-or-pay problem. See 52 Fed. Reg. 30334 (1987), on reh'g, 52 Fed. Reg. 39630 and 48986 (1987), petitions for review pending, No. 87-4749 (5th Cir. filed Oct. 19, 1987), No. 87-1588 (D.C. Cir. filed Oct. 19, 1987). (Motions to resolve the venue question are now pending before the Fifth Circuit.) At the time it issued the interim rule, the Commission also solicited public comments regarding the appropriate final rule with respect to these issues (see 52 Fed. Reg. 30351 (1987)).

divided vote. The court first rejected the claim that the Commission's presumption "disregards important factors that Congress intended the Commission to consider" in the certification process (Pet. App. 102a). One of the purposes of certification is to " 'prevent uneconomic extensions and waste' " that would burden utilities' ratepayers (*id.* at 103a (footnote and citations omitted)). The court of appeals found that this purpose was not implicated by the presumption, because the presumption may be invoked only where a pipeline's investors bear all of the financial risks of the project; ratepayers cannot be affected adversely by such a project (*id.* at 103a-104a).

The court next concluded that the presumption did not improperly preclude consideration of the possibility that a new service might adversely affect existing firms and their captive customers. The court found that, under the Commission's criteria, applicants were likely to seek to enter a market in which the incumbent firm could lose customers only if the incumbent was inefficient or engaging in price discrimination, because that is the only context in which the applicant could be assured of recouping its investment. "If incumbent-firm inefficiency or price discrimination is the explanation, then certification will result in losses for a firm that, so far as appears, deserves to lose." Pet. App. 104a.

The court noted that in the case of an application to provide services in competition with a local distribution company such "deserved losses" may "ultimately fall not on [the distribution company's] shareholders but on its remaining customers—most notably its captive residential consumers," but it rejected arguments that the Commission's presumption violated congressional intent to the extent that it creates a risk that the local distribution company will be "bypassed" by a competitor (Pet. App. 105a).

First, the court accepted the Commission's view that the risk of bypass is "slight" because the distribution company will be free to compete in the market for the provision of transportation services, thus retaining the ability to earn a return on its fixed costs (*id.* at 105a-106a). Second, state authorities have power to regulate essentially local aspects of a bypass under this Court's decision in *Panhandle Eastern Pipe Line Co.* v. *Michigan Public Service Comm'n*, 341 U.S. 329 (1951). The court of appeals stated that that authority, and other options available to the states, would allow states to protect captive customers (Pet. App. 106a-107a). Finally, the court of appeals found that the Commission had adequately reconciled its decision in the present case with earlier decisions attempting to discourage bypass (*id.* at 111a-112a).[10]

ARGUMENT

Based on a comprehensive and detailed analysis of all aspects of Order No. 436, the court below upheld the substance of the order, remanding the matter to the Commission for further consideration of a limited number of specified issues. That thorough decision, upon which we rely, is correct and does not conflict with any decision of this Court or any other court of appeals. Review by this Court is not warranted.

1. The court of appeals held that the open-access condition of Order No. 436 was a proper exercise of the Commission's authority under Sections 4 and 5

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[10] Judge Mikva dissented, concluding that the OEC procedure would undermine the ability of state regulatory commissions to subsidize the rates charged to residential and commercial customers through higher rates to industrial users, "a matter of essentially local concern" (Pet. App. 127a). He also disagreed with the majority's conclusion that the Commission had adequately justified its change in policy concerning bypass (*id.* at 127a-128a).

of the NGA to remedy undue discrimination, and that this general authority was properly implemented through the Commission's broad power to impose conditions upon certificates of convenience and necessity issued under Section 7 and its power under Section 16 of the NGA to "prescribe * * * rules * * * necessary or appropriate to carry out the [NGA's] provisions" (15 U.S.C. 717*o*). Petitioners do not dispute either the existence of the practices the Commission found or the Commission's finding that they are unduly discriminatory; rather they claim (87-976 Pet. 7-17; 87-977 Pet. 5-20; 87-979 Pet. 12-26) only that the open-access condition is beyond the Commission's authority because it amounts to the imposition of common carrier status. That claim is without merit and was properly rejected by the court below.

a. The Commission's broad remedial authority under the Natural Gas Act fully supports the imposition of the open-access condition as a remedy for the unlawful discrimination found by the Commission. As the court of appeals observed (Pet. App. 26a), the Natural Gas Act "fairly bristles with concern for undue discrimination." Section 4(b) of the NGA, 15 U.S.C. 717c(b), states that pipelines are "prohibited," in "any transportation" under the Commission's jurisdiction, from (1) "grant[ing] any undue preference or advantage," (2) imposing any "undue preference or disadvantage," or (3) "maintain[ing] any unreasonable differences in rates, charges, services, facilities, or in any other respect." Where the Commission finds that any transportation "practice" by a pipeline is "unduly discriminatory" or "preferential," Section 5(a) of the NGA specifically authorizes—indeed, requires—the Commission to "determine" the practice "to be thereafter observed" by the pipeline (15 U.S.C. 717d(a)). The court below correctly

recognized that "in the NGA Congress * * * [gave] the Commission power to stamp out undue discrimination; it is precisely that power that the Commission has here sought to exercise" (Pet. App. 26a).

The Commission chose to eradicate the unlawful discrimination in this case through its power under Section 7(e) of the NGA, 15 U.S.C. 717f(e), to attach conditions to certificates of public convenience and necessity issued under Section 7(c), 15 U.S.C. 717f(c). Under the open-access condition, pipelines that accept a blanket certificate, and thereby gain the self-implementing authority to transport gas without obtaining prior Commission approval, must agree to provide that transportation service "without undue discrimination or preference." 18 C.F.R. 284.8 (b), 284.9(b). Because the Commission does not review particular transactions under a blanket certificate, the open-access condition provides a necessary "bond of protection" (see *Atlantic Refining Co.* v. *Public Service Comm'n*, 360 U.S. 378, 385 (1959)) against the continuation of the pipelines' unlawful practices. With this carefully crafted measure, therefore, the Commission fulfilled its statutory responsibility to eliminate undue discrimination.

Nothing in the language of the NGA supports petitioner's claim that the open-access condition somehow falls outside the Commission's statutory authority to remedy discrimination. Petitioners instead base their argument entirely upon ambiguous legislative history. That effort, as the court of appeals noted, is "uphill" because " 'courts have no authority to enforce principles gleaned solely from legislative history that has no statutory reference point.' " Pet. App. 25a (citation omitted); see also, *e.g.*, *United States* v. *Locke*, 471 U.S. 84, 95-96 (1985). And the history discussed by petitioners does not support their at-

tempt to restrict the Commission's express statutory authority (see Pet. App. 25a-26a).

The legislative history on which petitioners rely consists of congressional inaction: Congress several times considered, but failed to enact, provisions that would have imposed common carrier status on pipelines (Pet. App. 25a, 26a). As the court of appeals observed, the history at most provides "modest support" for the conclusion that Congress, having declined to impose such a generic rule itself, did not intend the Commission to impose common carrier status "at will" (*id.* at 26a). It suggests no reason at all why the Commission may not impose an open access condition in appropriate factual circumstances as a remedy for undue discrimination and anti-competitive behavior.

The open-access condition, by requiring that pipelines that provide certain transportation services must do so without undue discrimination, serves one of the same purposes as common carriage regulation (Pet. App. 25a-26a). But the open-access condition does not rest on any supposed general power to impose common carrier status but on the power to remedy discrimination under Sections 4, 5, and 7 of the NGA. Therefore, even assuming that Congress intended to preclude the Commission from mandating common carriage "at will," it does not follow that Congress also intended to preclude the Commission from imposing service obligations when necessary to remedy undue discrimination in the "extreme factual circumstances" (Pet. App. 30a) of this case.

Indeed, the legislative history suggests, if anything, that Congress withheld generic common carriage authority because the Commission's remedial authority under Sections 4 and 5 already provided a more precise regulatory tool that could be applied in appropri-

ate factual circumstances.[11] As the court of appeals observed (Pet. App. 26a-27a):

> The issue seems to come down to this: Although Congress explicitly gave the Commission the power and the duty to achieve one of the prime goals of common carriage regulation (the eradication of undue discrimination), the Commission's attempted exercise of that power is invalid because Congress, in 1906 and 1914 and 1935 and 1938 itself, refrained from affixing common carrier status directly onto the pipelines and from authorizing the Commission to do so. And this proposition is said to control no matter how sound the Order may be as a response to the facts before the Commission. We think this turns statutory construction upside down, letting the failure to grant a general power prevail over the affirmative grant of a specific one.

In sum, the legislative background relied upon by petitioners provides "weak—almost invisible—support" (Pet. App. 26a) for their attempt to read out of the statute the Commission's express authority to remedy undue discrimination. Because petitioners have failed to establish anything close to the "clearly

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[11] Petitioners attempt (87-976 Pet. 12; 87-977 Pet. 12; 87-979 Pet. 23) to find a statutory basis for their claim in Section 7(a) of the Natural Gas Act. That provision sets out particular circumstances in which the Commission may order pipelines to enlarge their facilities in order to provide new service. But the open-access condition does not require pipelines to enlarge their facilities; it imposes non-discriminatory transportation obligations *to the limits of a pipeline's capacity to provide service.* See Pet. App. 42a-46a (discussing methods of allocating capacity when a pipeline has more requests for service than it can provide). Nothing in Section 7(a) limits the Commission's authority to require pipelines to provide transportation over existing facilities on terms that are not unduly discriminatory or anticompetitive.

expressed legislative intent" needed to overcome "the plain language of the statute" (*American Tobacco Co.* v. *Patterson*, 456 U.S. 63, 75 (1982)), the court of appeals properly upheld the Commission's interpretation of its statutory authority as reasonable. Pet. App. 34a, citing *Chevron U.S.A. Inc.* v. *Natural Resources Defense Council, Inc.*, 467 U.S. 837, 844 (1984).[12]

b. The court of appeals also correctly concluded (Pet. App. 34a-39a) that Section 602(b)(2) of the NGPA, 15 U.S.C. 3432(b)(2), poses no barrier to the imposition of the open-access condition upon pipelines that transport natural gas under Section 311 (b)(1) of that statute.[13]

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[12] Petitioner in No. 87-977 is mistaken in its claim (Pet. 7-8) that the court below expanded upon the Commission's own view of its authority by affirming the open-access condition while rejecting the Commission's justification that the condition was voluntary. The Commission, in responding to arguments that the open-access condition amounted to common carriage, first stated (50 Fed. Reg. 42427 (1985)) that the condition properly rested upon its statutory authority to remedy undue discrimination. Because the court affirmed on that basis (Pet. App. 24a-39a), it did not reach the question whether that condition might also be justified as voluntary. Rather, the court addressed the Commission's claim that Order No. 436 was voluntary in a different context and rejected it there for reasons that have nothing to do with the common carriage arguments (see page 14 & n.8, *supra*).

[13] Section 602(b), entitled "Effect on State laws," provides:

> No person shall be subject to regulation as a common carrier under any provision of Federal or State law by reason of any transportation—
>
> (1) pursuant to any [presidential] order under section 3362(c) or section 3363(b), (c), (d), or (i) of this title; or
>
> (2) authorized by the Commission under section 3371(a) of this title.

The court held that Section 602(b) "was a congressional effort to protect § 311(a) from the consequences of pipeline concern that service thereunder would expose them generally to classification as common carriers, most likely by states, and thus to an unprecedented range of legal burdens" (Pet. App. 35a). Without such protection, pipelines might be discouraged from transporting gas under the NGPA, thus defeating "the accomplishment of Congress's purposes" (*id.* at 35a-36a).[14] The court found no indication in the overall statutory scheme of the NGPA that Section 602(b) was intended to limit the Commission's authority to regulate transportation activities under Section 311. Indeed, Section 311(c) specifically states that transportation under that provision "shall be under such terms and conditions as the Commission may prescribe" (15 U.S.C. 3371(c)). To the extent Section 602(b) is relevant at all, it is because Congress foresaw the possibility that the Commission might exercise Section 311(c) authority to impose conditions resembling common carriage. Section 602(b) affirmatively protects a pipeline that decides to provide transportation under those conditions from any possibility that its actions might trigger the imposition of common carrier status under other statutes.

The structure of Section 602(b) supports this interpretation. The provision contains parallel subsections that protect pipelines from common carriage laws "by reason of any transportation" under either (1) presidential orders in emergency situations (see 15 U.S.C. 3432(b)(1)) or (2) Commission authori-

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[14] The court noted (Pet. App. 36a) that "[t]hough we have not identified similar federal hazards, we believe that Congress might well have included the reference to federal law out of anxiety that some overlooked federal provision would operate to thwart § 311's purposes."

zation under Section 311(a) (see 15 U.S.C. 3432 (b)(2)). Noting that "[t]he President's emergency powers are extremely broad," the court below found it "hardly credible that § 602 would stand in the way" of the imposition by the President of duties similar to common carriage if such action were necessary in emergency conditions. "By the same token, that section must not flatly bar the Commission from imposing similar conditions on gas transportation under § 311." Pet. App. 37a.[15]

c. Contrary to petitioners' assertions (87-976 Pet. 7-9, 12-14; 87-977 Pet. 10-14; 87-979 Pet. 9-12, 21-26), no decision of this Court or of another court of appeals conflicts with the determination of the court below that the Commission has the authority to impose the open-access condition under the Natural Gas Act and the NGPA. The cases on which petitioners rely address attempts to impose common carriage-like requirements under other statutory schemes, none of which provided express statutory authority to remedy undue discrimination.

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[15] There is no basis for the claim (87-976 Pet. 14; 87-977 Pet. 9-10; 87-979 Pet. 6) that the Commission's interpretation of Section 602 in the present case conflicts with an earlier interpretation set forth in 44 Fed. Reg. 52179, 52180-52181 (1979). The matter before the Commission in the earlier case was a request that it compel interstate pipelines to provide transportation services to distributors under Section 311. The Commission found nothing in the statute or the legislative history indicating that it had authority to require the provision of such services. The Commission did not there address the issue in this case: the scope of its authority to require that pipelines *already providing* Section 311 transportation service do so without undue discrimination or anticompetitive behavior. Therefore, the Commission's determination in that proceeding does not conflict with its conclusion here (50 Fed. Reg. 42429 (1985)) that Section 602(b) "does not sweep so broadly as to license unduly discriminatory rates or practices."

First, petitioners err in relying (87-976 Pet. 7-9; 87-977 Pet. 5-6; 87-979 Pet. 9-12) upon this Court's decision in *FCC* v. *Midwest Video Corp.*, 440 U.S. 689 (1979). The Court held in that case that a rule promulgated by the Federal Communications Commission requiring operators of cable television systems to offer channels for public use was barred by Section 3(h) of the Communications Act, 47 U.S.C. 153 (h), which specifically prohibits the agency from treating broadcasters as common carriers. There is no such prohibition in either the Natural Gas Act or the NGPA. Moreover, *Midwest Video* did not present the central question posed here—whether such a rule might be justified as a remedy for unduly discriminatory and anticompetitive practices. For these reasons the question addressed in *Midwest Video* does not at all resemble the issue in this case. See Pet. App. 27a.

Petitioners also seek to rely (87-976 Pet. 13-14; 87-977 Pet. 10-14; 87-979 Pet. 17-23) upon a series of cases involving Commission authority under the Federal Power Act, 16 U.S.C. (& Supp. IV) 791a *et seq.* In *Otter Tail Power Co.* v. *United States*, 410 U.S. 366 (1973), this Court upheld a lower court decision that an electric utility had violated the antitrust laws by refusing to transmit or "wheel" electric power. The Court rejected the utility's claim that its actions were immune from the antitrust laws because they were subject to regulation by the Commission under the Federal Power Act, holding that the Act gave the Commission only "limited" authority to order wheeling and left enough room for voluntary action by the utility to warrant application of the antitrust laws. 410 U.S. at 373-375.

Otter Tail Power Co. is plainly distinguishable from the present case. To begin with, the Federal Power Act does not give the Commission certificate

and abandonment authority over the interstate transmission of electricity; there is accordingly no equivalent to Section 7 of the Natural Gas Act, upon which the Commission based the open-access condition in this case. Second, as the court of appeals observed (Pet. App. 28a), the legislative history of the Federal Power Act discussed by this Court in *Otter Tail Power Co.* is "materially different" with respect to common carriage. When it adopted that statute, Congress considered and rejected a provision that would have specifically empowered the Commission to order wheeling to further the public interest. See *Otter Tail Power Co.*, 410 U.S. at 374. As we have discussed, Congress did not specifically eliminate the power to impose common carriage-like requirements at the time that it adopted the Natural Gas Act.[16]

These factors also distinguish the various decisions of the courts of appeals concerning the scope of the Commission's authority to order wheeling under the Federal Power Act (see 87-976 Pet. 13 n.12; 87-977 Pet. 12-14; 87-979 Pet. 21-25). Moreover, none of those cases presented the question whether the Commission could order wheeling to remedy undue discrimination or anticompetitive behavior (see Pet. App. 28a-30a).[17] The decision in this case therefore

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[16] Petitioners in No. 87-979 argue (Pet. 18-20) that the legislative histories of the two statutes are identical, but they rely on the provisions of a 1935 bill that was never reported out of committee (see Pet. App. 25a). Because the entire bill simply died in committee without being reported, it is impossible to conclude that Congress intended to limit the Commission's broad remedial authority. This legislative history is plainly different from that of the Federal Power Act, where Congress specifically deleted the relevant provisions at the time it adopted the statute and explained that it was doing so in order to limit the Commission's authority.

[17] In *Florida Power & Light Co.* v. *FERC*, 660 F.2d 668, 677-678 (5th Cir. 1981), cert. denied, 459 U.S. 1156 (1983),

does not conflict with the decisions cited by petitioners.

2. Other petitioners, producers of natural gas, claim (87-978 Pet. 9-23) that the court of appeals erred in remanding Order No. 436 to the Commission for reconsideration of the take-or-pay issue. The court of appeals held (Pet. App. 94a) that the Commission failed to provide a sufficient explanation of its decision to take no affirmative action to alleviate problems allegedly caused by take-or-pay contracts. In the view of these petitioners (87-978 Pet. 12, 15-21), the Commission sufficiently explained that decision in Order No. 436 and the court should have affirmed. This claim does not justify review by this Court.

The question whether the Commission sufficiently considered the take-or-pay question in Order No. 436 has absolutely no significance beyond this case. Indeed, these petitioners appear to be motivated by concern that the Commission might adopt one of the proposed solutions to the take-or-pay problem that

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the court specifically reserved the question whether the Commission could order wheeling to remedy undue discrimination (see Pet. App. 27a-28a). In a somewhat different vein, the court in *New York State Electric & Gas Corp.* v. *FERC*, 638 F.2d 358 (2d Cir. 1980), cert. denied, 454 U.S. 821 (1981), held that, where Congress had specified certain procedural and substantive prerequisites before the Commission may order wheeling (see 16 U.S.C. (& Supp. IV) 824j, 824k), the Commission must satisfy those prerequisites before requiring wheeling as a remedy for anticompetitive behavior. The Natural Gas Act does not contain any procedural prerequisites applicable in the present case.

Finally, petitioner in No. 87-979 errs in claiming (Pet. 21-23) that the decision by the court of appeals in this case conflicts with the decision in *Central West Utility Co.* v. *FPC*, 247 F.2d 306 (3d Cir. 1957). That case involved limitations imposed by Section 7(a) of the Natural Gas Act; as noted above (see note 11, *supra*), that provision does not apply to the open-access condition.

the court of appeals directed the Commission to reconsider on remand. But the propriety of those solutions may be considered in review proceedings following the Commission's decision with respect to this question.[18]

3. Although the optional expedited certificate rules were challenged in the court of appeals by a large number of parties, only one local distribution company, Southern California Gas Company (SoCalGas), has raised the matter in this Court (No. 87-1091). And SoCalGas merely renews arguments that the court below properly rejected either on the merits or on the ground that the claims were premature and hypothetical.

a. SoCalGas argues, as it did in the court of appeals, that the Commission has "turn[ed] its back" on the standards of Section 7 of the Natural Gas Act by adopting a presumption that the public convenience and necessity will be satisfied if a proposal is structured in accordance with specified standards (87-1091 Pet. 5-7); that the OEC rules represent an unjustified and unexplained departure from the Commission's "historic policy" of discouraging pipelines from "bypassing" local distribution companies in order to directly serve industrial customers (*id.* at 7-9); and that the OEC rules are invalid because they will

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[18] Petitioners are mistaken in suggesting (Pet. 9, 17) that the mandate of the court of appeals binds the Commission's discretion on remand. On the contrary, the court below specifically declined to direct any particular course of action on remand (Pet. App. 92a, 94a) and expressly preserved the possibility that the Commission might reaffirm its decision regarding the take-or-pay issue (*id.* at 94a). Indeed, the latter aspect of the majority's decision drew a dissent from Judge Mikva who stated (*id.* at 126a) that the Commission should be required to take affirmative action respecting the take-or-pay issue.

require the Commission to approve such bypass arrangements without giving due consideration to the impact on captive customers (*id.* at 14-15). None of these claims has any merit and each was properly rejected by the court of appeals.

In the first place, as the court of appeals noted, it is "far too late in the history of administrative law" to suggest that a regulatory agency cannot establish by rulemaking the criteria it will apply in evaluating whether to grant certificate authority. Pet. App. 102a-103a n.34, citing *FPC* v. *Texaco Inc.*, 377 U.S. 33 (1964); *United States* v. *Storer Broadcasting Co.*, 351 U.S. 192 (1956); and *National Tour Brokers Ass'n* v. *ICC*, 671 F.2d 528 (D.C. Cir. 1982).

The court of appeals thoroughly considered—and properly rejected—petitioner's challenges to the merits of the rule (see Pet. App. 102-111a). The court found (*id.* at 104a) that because the criteria selected by the Commission promote competition in the interstate transportation of natural gas, they must be viewed as "an experiment designed to realize the congressional scheme, not to defeat it." In addition, because the rules place all economic risk on the pipeline seeking the optional certificate, they do not depart from the Commission's traditional policy against bypass, which essentially sought to avoid burdening consumers with costs attributable to unnecessary duplication of facilities (*id.* at 111a-112a).

Finally, petitioner's claim that the rules preclude adequate consideration of the effects of bypass on "captive" customers is undercut by provisions in the rules themselves requiring actual notice by the OEC applicant to affected local distribution companies and state statutory agencies. 18 C.F.R. 157.102(b)(1)(iv). Moreover, the court of appeals found that re-

lief on a bypass claim might well be available from state regulators (Pet. App. 105a-111a).[19]

b. SoCalGas also argues (Pet. 9-10) that its complaints about the procedures set forth in the OEC rules—*i.e.*, that the rules impermissibly shift the burden of proof from the applicant to opposing parties, and that the presumption established by the rules will be "conclusive" in practice and not rebuttable—are ripe for review.

The court of appeals correctly determined, under the two-pronged test of *Abbott Laboratories* v. *Gardner*, 387 U.S. 136 (1967), that these procedural challenges are not ripe for review. First, by their very nature, complaints about burden of proof and the operation of presumptions will be better illuminated in a concrete factual setting. See Pet. App. 100a-101a. Furthermore, SoCalGas faces no immediate harm as a result of the postponement of review; nor is it called upon to change its "primary conduct" in reliance on the rules, see *Toilet Goods Ass'n* v. *Gardner*, 387 U.S. 158 (1967). See Pet. App. 101a-102a. There will be an opportunity, on review of any decision granting a certificate under the OEC procedure, for SoCalGas to challenge the Commission's application of the new rules.

In any event, SoCalGas's premise is false: the presumption established by the rules need not be "conclusive" (87-1091 Pet. 10). As the court of appeals stated (Pet. App. 109a (emphasis added)):

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[19] Moreover, this claim regarding the consideration to be devoted to bypass claims under the Commission's new procedures, like the other procedural challenges raised by petitioner, is best left for resolution until after the OEC rules are applied in a concrete factual situation. See pages 29-30, *infra*.

the presumption created by the OEC procedures *is* rebuttable. We cannot know at this point precisely what will be necessary to persuade the Commission that application of the presumption is inappropriate. But the existence of that backdrop confirms our judgment that the OEC rules themselves can readily be applied in a manner consistent with the congressional purposes.

c. Petitioner also argues (87-1091 Pet. 11-14) that because the Commission and the court of appeals assumed that states retain authority to regulate local aspects of bypass under *Panhandle Eastern Pipe Line Co.* v. *Michigan Public Service Comm'n*, 341 U.S. 329 (1951), this Court should now "clarify" the exact scope of such state authority to ensure that a "regulatory gap" does not result from the OEC rules.

This Court held in *Panhandle* that a state regulatory commission could assert certificate authority over local facilities proposed by a pipeline company to directly serve industrial customers already being served by a local distribution company. SoCalGas would have this Court go much further, and provide guidance on the precise reach of state authority under *Panhandle*.[20] But this Court "do[es] not sit to decide hypothetical issues or to give advisory opinions about issues as to which there are not adverse parties before [it]." *Princeton Univ.* v. *Schmid*, 455 U.S. 100, 102 (1982).

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[20] The court of appeals acknowledged that the "exact scope" of the states' authority to regulate local aspects of bypass is "unplumbed," but concluded that the issue was not properly before the court, and that, in any event, the *Panhandle* case "clearly tends to undermine petitioners' assault on the Commission's refusal to except bypass situations from the OEC procedures, insofar as that assault turns on assumptions of total state incapacity to address the issue" (Pet. App. 106a).

CONCLUSION

The petitions for a writ of certiorari should be denied.

Respectfully submitted.

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IN THE

Supreme Court of the United States

OCTOBER TERM, 1987

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

(Other cases listed on inside cover)

On Petitions for Writ of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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RESPONDENTS' BRIEF IN OPPOSITION

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60

TEXAS EASTERN TRANSMISSION CORPORATION,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

CITY OF WILLCOX, ARIZONA, and
ARIZONA ELECTRIC POWER COOPERATIVE, INC.,
Petitioners,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

SOUTHERN CALIFORNIA GAS COMPANY,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

QUESTIONS PRESENTED

1. Whether the petitions for writ of certiorari are moot as to the vacated Order 436 program and premature as to the still non-final successor program (Order 500)?

2. Whether the Federal Energy Regulatory Commission ("FERC") acted within its authority under the Natural Gas Act and the Natural Gas Policy Act of 1978 ("NGPA") to prohibit undue discrimination among potential customers as a condition for a pipeline's receiving *blanket, self-implementing* authorizations to transport natural gas for others in interstate commerce?

3. Whether FERC's imposition of an antidiscrimination condition upon a voluntary, self-implementing blanket transportation program unlawfully requires pipelines to become "common carriers" when pipelines remain free to apply for individual certificates of public convenience and necessity on a traditional, case-by-case basis?

4. Whether Southern California Gas Company's challenge to the optional expedited certificate ("OEC") procedure is unripe given that the OEC procedure has not injured, and may never injure, Petitioner or anyone else by permitting a so-called "bypass" of Petitioner's or anyone else's local distribution company system?

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IN THE

Supreme Court of the United States

OCTOBER TERM, 1987

Nos. 87-976, *et al.*

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA, *et al.*,
Petitioners,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

On Petitions for Writ of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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RESPONDENTS' BRIEF IN OPPOSITION

Respondents the Process Gas Consumers Group ("PGC"), the American Iron and Steel Institute ("AISI"), and The Fertilizer Institute ("TFI") respectfully request that this Court deny the Petitions for Writ of Certiorari sought herein in Docket Nos. 87-976, 87-977, 87-979, and 87-1091 to review the judgment and opinion of the United States Court of Appeals for the District of Columbia Circuit in *Associated Gas Distributors v. FERC*, 824 F.2d 981 (D.C. Cir. 1987); J.A. at 124a.

STATEMENT OF THE CASE

Federal Energy Regulatory Commission ("FERC") Order No. 436,[1] challenged here by Petitioners, offers

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[1] Order No. 436, Regulation of Natural Gas Pipelines After Partial Wellhead Decontrol, 50 Fed. Reg. 42,408 (Oct. 18, 1985), 1982-1985 FERC Stats. & Regs. Preambles (CCH) ¶ 30,665 (1985); Order No. 436-A, 50 Fed. Reg. 52,217 (Dec. 23, 1985), 1982-1985 FERC Stats. & Regs. Preambles (CCH) ¶ 30,675 (1985); Order No. 436-B, 51 Fed. Reg. 6,398 (Feb. 24, 1986), III FERC Stats. &

natural gas pipelines that seek approval to transport gas for others in interstate commerce an alternative to the traditional certification procedures that have been utilized since the enactment of the Natural Gas Act ("NGA") in 1938.[2] Order No. 436 offers pipelines an option to obtain "blanket", self-implementing transportation authority, pursuant to Section 311[3] of the Natural Gas Policy Act of 1978 ("NGPA")[4] and Section 7(c) of the NGA,[5] to transport natural gas for others without traditional case-by-case FERC review. In return for such a broad grant of authority, a pipeline must agree to implement certain rate and tariff conditions and to provide transportation authorized by Order 436 on a nondiscriminatory basis. Pipelines that are unwilling to comply with the rule's protections against unduly discriminatory and anticompetitive conduct remain free to utilize traditional NGA Section 7(c) individual certificate procedures.

Petitioners[6] ask this Court to eliminate Order No. 436's nondiscrimination requirement for blanket transportaton authority. Since no petitioner disputes FERC's authority to approve a properly conditioned blanket transportation program, it appears that Petitioners are asking for blanket authority to transport third parties' gas while retaining the absolute freedom to pick and

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Regs. Preambles (CCH) ¶ 30,688 (1986); Order No. 436-C, 51 Fed. Reg. 11,566 (Apr. 4, 1986), 34 FERC (CCH) ¶ 61,404 (1986); Order No. 436-D, 51 Fed. Reg. 11,569 (Apr. 4, 1986), 34 FERC (CCH) ¶ 61,405 (1986); Order No. 436-E, 51 Fed. Reg. 11,566 (Apr. 4, 1986), 34 FERC (CCH) ¶ 61,403 (1986).

[2] Natural Gas Act, 52 Stat. 821, 15 U.S.C. §§ 717-717w (1982).

[3] 15 U.S.C. § 3371 (1982).

[4] 15 U.S.C. §§ 3301-3432 (1982).

[5] 15 U.S.C. § 717f(c) (1982).

[6] The Interstate Natural Gas Association of America ("INGAA"), the City of Willcox, Arizona and the Arizona Electric Power Cooperative, Inc. (jointly "AEPCO") and Texas Eastern Transmission Corporation ("TETCO") (collectively "Petitioners").

choose among prospective shippers without any regulatory restaint on anticompetitive or unduly discriminatory practices.

The need for blanket, self-implementing transportation authority has not been caused by regulatory changes initiated by FERC, but instead arises from profound market changes in the natural gas industry subsequent to the enactment of the NGPA. The fundamental factor giving rise to this need was the emergence, as a result of pipeline post-NGPA purchasing practices, of a natural gas market plagued by rising prices at the burnertip (*i.e.*, the point of use) even as a natural gas surplus continued to grow and the price of competing fuels declined. Consequently, consumers and local distribution companies ("LDCs") sought access to transportation for gas that they purchased directly from producers, and many producers sought access to transportation in order to sell their gas. For their part, pipelines generally favored self-implementing transportation as a means to preserve markets—and revenue—that might otherwise be lost in an increasingly competitive marketplace.

FERC's extensive rulemaking record demonstrates that all segments of the industry recognize the desirability of self-implementing, blanket transportation authority. Unlike FERC's traditional practice of reviewing individual proposed transactions on a case-by-case basis to determine whether the public convenience and necessity would be served by the transaction—a process which may take months or longer—a blanket certificate provides authority for initiation of new transportation arrangements and termination of old transactions without further regulatory action. As a result, a pipeline can react to market demand for transportation of third-party gas as it arises, not after the delays inherent in traditional regulatory review.

FERC designed the Order No. 436 regulations based on two years of experience with prior blanket transporta-

tion programs, judicial guidance, and an extensive rulemaking record of unduly discriminatory and anticompetitive transportation practices by interstate pipelines. FERC's first attempt to implement a broad blanket transportation program, Order No. 234-B,[7] was riddled with discriminatory and anticompetitive behavior by natural gas pipelines. Although the Order No. 234-B program, in the context of FERC's overall transportation programs, was facially neutral, interstate pipelines generally implemented the program in an anticompetitive and discriminatory manner by transporting market-priced gas solely to fuel-switchable users and local distributors that already had low-priced alternatives, while refusing to transport natural gas that would compete with their own high-priced sales to captive markets. Consequently, "captive" customers—those without alternative fuel or other gas supplies—were restricted to more expensive pipeline-owned gas supplies at the same time that interstate pipelines willingly transported less expensive gas sold by producers and independent marketers to noncaptive customers.

In 1985, the U.S. Court of Appeals for the District of Columbia Circuit vacated the Order No. 234-B blanket transportation rule because it failed to guard against unduly discriminatory and anticompetitive transportation practices by interstate pipelines. The court cited the Natural Gas Act's explicit ban on undue discrimination, FERC's duty to protect consumers from exploitation by natural gas companies, and its obligation to consider antitrust policies. The court held that the program would have to terminate unless the Commission either (a) conditioned the blanket certificates granted by that rule upon a pipeline's performance of nondiscriminatory transportation, or (b) justified a decision not to include

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[7] Order No. 234-B, 48 Fed. Reg. 34,872 (Aug. 1, 1983), 1982-1985 FERC Stats. & Regs. Preambles (CCH) ¶ 30,476 (July 20, 1983).

such a condition.[8] The *MPC* court subsequently stayed its mandate until October 31, 1985,[9] in order to afford FERC time to complete rulemaking proceedings which culminated in Order No. 436.

In addition to the centerpiece of blanket, self-implementing transportation, Order No. 436 also established a new optional expedited certification ("OEC") procedure to authorize new sales and transportation services and related facilities. A broad range of new services may be authorized by the OEC regulations, including interstate pipeline sales or transportation service to other pipelines, local distribution companies, or end users. In return for pipeline agreement to provide certain safeguards designed to protect its ratepayers, including acceptance of the full risk of the transaction, the OEC regulations provide a rebuttable presumption that the proposed service or facility is in the public interest. Unless that presumption is rebutted by a protesting party, the FERC may grant a certificate without lengthy formal administrative proceedings. Petitioner Southern California Gas Company attacks the OEC regulations based on the possibility that at some future time a pipeline may seek to use the procedures to "bypass" a local distribution company and provide service directly to an end user. No such bypass has occurred, however, pursuant to an OEC certificate during the nearly two and one-half years since the regulations were promulgated.

REASONS FOR DENYING THE PETITIONS

I. CERTIORARI MUST BE DENIED BECAUSE PETITIONERS' CLAIMS ARE MOOT AND/OR PREMATURE.

The target of Petitioners' complaints—FERC Order Nos. 436, *et seq.*—was *vacated* by the court of ap-

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[8] Maryland People's Counsel v. FERC, 761 F.2d 780, 788-89 (D.C. Cir. 1985) ("*MPC II*").

[9] Maryland People's Counsel v. FERC, 768 F.2d 1354 (D.C. Cir. 1985).

peals,[10] and FERC has not petitioned for further judicial review in order to preserve these orders. Instead, FERC returned to the drawing board to design a new blanket transportation rule responsive to the D.C. Circuit's decision—an action which it has not yet completed. Pending development of the new final rule, FERC promulgated interim blanket transportation regulations.[11] This action was necessary to prevent virtual chaos in the natural gas industry, which would have resulted from termination of ongoing transportation arrangements.

While the Order No. 500 interim rules repromulgate most of the Order No. 436 regulations, there are changes in the antidiscrimination rules which, *inter alia*, limit the scope of participating pipelines' transportation obligations with respect to gas sold by producers that have ongoing take-or-pay claims. Thus, Petitioners' arguments for a writ of *certiorari* reflect either (1) a moot challenge to Order Nos. 436, *et seq.* or (2) a premature and misplaced challenge to Order Nos. 500, *et seq.*[12]

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[10] Associated Gas Distributors v. FERC, 824 F.2d 981, 1044 (D.C. Cir. 1987); J.A. at 124a (*"AGD"*).

[11] Order No. 500, Interim Rule and Statement of Policy, 52 Fed. Reg. 30,334 (August 14, 1987), III FERC (CCH) ¶ 30,761 (1987); Order No. 500-A, 52 Fed. Reg. 39,507 (October 22, 1987), III FERC (CCH) ¶ 30,770 (1987); Order No. 500-B, 52 Fed. Reg. 39,630 (October 23, 1987), III FERC (CCH) ¶ 30,772 (1987); Order No. 500-C, 52 Fed. Reg. 48,986 (December 29, 1987), III FERC (CCH) ¶ 30,786 (1987); Order 500-D, Docket Nos. RM87-34-000 through 053, issued March 8, 1988; *appeals docketed sub noms.* American Gas Association v. FERC, No. 87-1588 (D.C. Cir. Oct. 19, 1987); Shell Offshore, Inc. and Shell Western E&P, Inc. v. FERC, No. 87-4749 (D.C. Cir. Oct. 19, 1987).

[12] AEPCO goes further and implicitly seeks judicial review of FERC orders in other unspecified dockets. For example, to buttress its arguments AEPCO claims that the FERC has uniformly applied "open access" requirements to individual NGA Section 7(c) certificates issued after Order No. 436. No such requirement is imposed by Order No. 436, and there is no basis in the record for such a claim. If AEPCO has a dispute, it must seek relief, if at all, on

Petitioners' claim that the Order No. 436 rules survive the Circuit Court's mandate is wrong: the Commission has not promulgated any final rule on remand, and the interim rules differ in significant respects from the rules challenged here. Although most of Order 436 has been repromulgated in the interim rules, the new interim regulations—which, thus far, are embodied in Order Nos. 500, 500-A, 500-B, 500-C and 500-D—have added a new subsection [13] which allows pipelines to choose to deny transportation of certain producers' gas unless the pipeline receives concessions regarding outstanding take-or-pay liabilities.[14] This new provision responds to the pipelines' major concern in the original rulemaking, and it substantially limits the so-called "open access" condition promulgated by Order No. 436 by giving pipelines an element of choice as to whose gas will be transported under the blanket authority.

In light of the fact that Order No. 436 no longer exists and the as-yet-interim successor rules limit the condition about which the Petitioners complain, Petitioners' claims are moot as to Order No. 436 and premature as to Order No. 500. The FERC has agreed to make modifications responsive to the D.C. Circuit's decision and is

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review of those individual certificate orders. Similarly, complaints against the Order No. 500 interim rule must be resolved in the proceedings already underway to review that order. *See* n.11, *supra*.

[13] To be codified at 18 C.F.R. §§ 284.8(f) and 284.9(f); *see* App. A at 3a-10a, 11a-18a.

[14] In so circumscribing the "open access" regulations, FERC followed the suggestions of two of the petitioners herein, INGAA and TETCO. *See* Comments of the Interstate Natural Gas Ass'n of America, FERC Docket No. RM85-1-000 at 13, 17 (filed July 15, 1985) (R. 4753, 4757); Comments of Texas Eastern Transmission Corp., FERC Docket No. RM85-1-000 at 23 (filed July 15, 1985) (R. 2405); Initial Brief of Texas Eastern Transmission Corp. in Associated Gas Distributors v. FERC, No. 85-1811 at 6 (D.C. Cir., filed May 30, 1986). These Petitioners cannot legitimately claim that the unmodified "open access" provisions are ripe for review at this time.

in the process of doing so. The crux of Petitioners' problem, then, appears to be that they are unhappy that the D.C. Circuit did not prohibit any imposition of an antidiscrimination condition upon a blanket transportation program as being beyond FERC's statutory authority. However, delimiting FERC's authority in the abstract is not the appropriate function of Supreme Court review.

This Court has previously recognized that, where an agency exercised its "perogative not to seek review of the invalidation of certain regulations" or where the agency admits that certain essential modifications are necessary, further review would amount to the rendering of an advisory opinion. *EPA v. Brown*, 431 U.S. 99, 103-04 (1977); *see also Center for Science in the Public Interest v. Regan*, 727 F.2d 1161 (D.C. Cir. 1984). Such would be the result here if the Court choose to review, prior to final agency action and Court of Appeals review, now void regulations which the agency is in the process of modifying.

To the extent that Petitioners seek to challenge the Order No. 500 regulations before FERC issues a final rule, their claims are not yet ripe. *See Abbott Laboratories v. Gardner*, 387 U.S. 136, 148-49 (1967). Similarly, a writ of *certiorari* is not warranted here on a theory that this is a case involving issues that are capable of repetition, yet evading review. *See, e.g., Southern Pacific Terminal Co. v. Interstate Commerce Commission*, 219 U.S. 498, 515 (1911). In response to the D.C. Circuit's opinion, FERC's interim rules have altered the agency's course, *inter alia*, by restricting the availability of "open access" transportation to deal with pipelines' take-or-pay concerns. To be sure, it is highly unlikely that the new final rule will accept the Petitioners' claim that pipelines are entitled to an unfettered right to discriminate among potential customers under a blanket transportation certificate. But the Petitioners can seek judicial review of the new final rules, with the

new access restrictions, when these rules become final.[15] There is no basis for fearing recurring mootness. More importantly, the Court's ability to resolve the issues will be better framed once FERC has promulgated those final rules.

II. NO BASIS EXISTS FOR FURTHER REVIEW OF FERC'S IMPOSITION OF AN ANTIDISCRIMINATION CONDITION UPON ITS OFFER TO PIPELINES OF BLANKET, SELF-IMPLEMENTING TRANSPORTATION AUTHORITY.

A. Adoption of the Nondiscrimination Condition Was Both Lawful and Appropriate.

Petitioners contend that, in imposing a nondiscrimination condition upon the blanket transportation authorizations of 18 C.F.R. §§ 284.8 and 284.9, FERC acted *ultra vires* of its enabling legislation.[16] This claim is patently wrong. In effect, Petitioners seek pregranted blanket, self-implementing authority to transport for whomever they choose without any restrictions designed to prevent undue discrimination, preferences or anticompetitive abuses of their monopoly power over essential transportation facilities. Their attempts to shield their anticompetitive practices behind a "common carrier" label are nothing but a ploy to avoid statutory prohibitions against undue discrimination.

To transport natural gas in interstate commerce, an interstate pipeline must first obtain from FERC a certificate of public convenience and necessity under NGA Section 7(c) authorizing the transaction, or it must obtain prior FERC approval under NGPA Section 311. The burden of proving that the public interest is served by a transaction is upon the pipeline. Traditionally,

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[15] Several parties have sought judicial review of Order No. 500. *See* n.11, *supra*.

[16] INGAA at 14; *see* TETCO at 5, AEPCO at 24; *see also* Brief in Support of ANR Pipeline Company and Colorado Interstate Gas Company ("ANR") at 7-9.

pipelines have followed the procedures outlined at 18 C.F.R. Part 157 of FERC's regulations, and have obtained specific certificate authority for each transportation in advance of performing the service. Applying for specific certificate authority under NGA Section 7(c) is a time-consuming process that entails identifying the individual customers to be served, the points of receipt and delivery of the gas, the volumes of gas, and the terms and conditions of service. Following public notice of the specific proposed transaction, FERC receives public comments. Based either on the filings or a formal hearing record, FERC will approve or disapprove the individual proposal, possibly imposing conditions deemed necessary to protect the public interest or to prevent discrimination.[17]

Order No. 436 offered pipelines an alternative to case-by-case review. As set forth at 18 C.F.R. Part 284, a pipeline may elect to obtain blanket authority under which it may transport for any shipper on a "self-implementing" basis, *i.e.*, without having obtained prior Commission authorization.[18] The blanket authorizations permit the pipeline to add new transportation customers (*i.e.*, new "shippers"); increase or decrease the volumes of gas it transports for any customer; change points of receipt and delivery; extend the term of an arrangement; and selectively discount the rates at which it offers its transportation services to particular customers in order to meet the competition.

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[17] FERC's conditioning authority is clearly established by Section 7(e) of the NGA, 15 U.S.C. § 717f(e) (1982), as well as by Section 311(c) of the NGPA, 15 U.S.C. § 3371(c) (1982). *See generally* Atlantic Ref. Co. v. Public Serv. Comm., 360 U.S. 378, 388-89 (1959).

[18] FERC granted blanket transportation authority in two forms. Under Section 7(c) of the NGA, a pipeline may obtain a blanket certificate of public convenience and necessity. Under NGPA Section 311, FERC's rules allow a pipeline to initiate transportation service merely by filing tariffs and performing the services.

Under the Order No. 436 program, interstate pipelines are offered tremendous flexibility to respond promptly to market opportunities because they need not seek FERC review of each individual proposed transaction. *Nevertheless, because FERC remains legally obligated to protect consumers from excessive rates, from exploitation at the hands of natural gas companies, and from undue discrimination and preferences,*[19] *FERC's grant of self-implementing authority is necessarily conditioned to protect the public from unjust, unreasonable and discriminatory behavior by participating pipelines.* That is, as a substitute for prior consideration of the merits of each individual transaction, FERC established certain requirements for participation in this self-implementing transportation program. One of those requirements is that participating pipelines must be willing to transport gas for all qualified customers without undue discrimination. Any pipeline which objects to Order 436's antidiscrimination condition retains the right to seek case-by-

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[19] NGA Section 4, 15 U.S.C. § 717c (1982), states in pertinent part that neither the transportation of natural gas nor its sale for resale may result in undue preference or advantage, or subject any person to undue prejudice or disadvantage. NGA Section 5, 15 U.S.C. § 717d (1982), prohibits unjust, unreasonable, unduly discriminatory or preferential rates, charges, or classifications, and it affirmatively requires FERC to remedy such conditions whenever it finds that such discriminatory practices exist. These principles are incorporated into FERC's duty under NGA Section 7(c), 15 U.S.C. § 717f(c) (1982), to impose such conditions on certificates as are necessary to serve the public convenience and necessity. *See* Atlantic Ref. Co. v. Public Serv. Comm'n, 360 U.S. 378, 388-89 (1959); FPC v. Hope Natural Gas Co., 320 U.S. 591 (1944); *see also* Natural Gas Act Section 7(e), 15 U.S.C. § 717f(e) (1982). The courts have read Section 7 broadly to uphold certificate conditions imposed by FERC. *See* Tennessee Gas Pipeline Co. v. FERC, 689 F.2d 212, 214-15 (D.C. Cir. 1982) (broad authority to condition certificates); Transcontinental Gas Pipe Line Corp. v. FERC, 589 F.2d 186, 190 (5th Cir. 1979), *cert. denied*, 445 U.S. 915 (1980) (conditioning certificates to ensure appropriate allocation of risk); Alabama-Tennessee Nat. Gas Co. v. FPC, 203 F.2d 494, 500 (3d Cir. 1953) (imposition of rate conditions).

case approval for individual transportation transactions, just as they did for the first 40 years under the NGA.

There is no merit to Petitioners' claim that FERC did not "discover" its antidiscrimination power for nearly 50 years under the NGA and, thus, no such power exists. In reality, it was more than 40 years after the NGA was enacted before FERC first granted *blanket* transportation authority to interstate pipelines. Before such blanket authority was offered, incorporating explicit antidiscrimination rules into regulations was unnecessary because the antidiscrimination requirement is in the law and specific issues could be considered case-by-case. Since Order 436 avoids case-by-case review, the antidiscrimination condition must be established up front.[20]

Based on the record compiled in its rulemaking and two years of experience with a blanket program that lacked explicit antidiscrimination conditions, FERC concluded that, in the past, pipelines had abused a previous grant of blanket authority and performed self-implementing transportation services in an unduly discriminatory and anticompetitive manner.[21] Specifically, interstate pipelines had used their monopoly power over transmission facilities to restrain competition and to enhance their profits at the expense of consumers by maintaining noncompetitive rates for their own gas sales. Pipelines blatantly discriminated against captive LDCs and consumers: selectively transporting low-priced spot-market gas to users and LDCs that could switch to other suppliers of gas or alternative fuels, while forcing captive customers to buy the pipelines' overpriced gas. Further,

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[20] The courts have held that Congress intended to commit *to the Commission*, and not to the pipelines themselves, "the determination, by application of an informed judgment to existing facts, of the existence of forbidden preferences, advantages and discrimination." Michigan Consolidated Gas Co. v. FPC, 203 F.2d 895, 901 (3d Cir. 1953).

[21] Order No. 436, *supra* note 1, at 31,511; *AGD*, 824 F.2d at 993, 996; J.A. at 17a, 23a.

pipelines blatantly discriminated among gas producers, forcing many producers to shut in their supplies because they could not gain access to markets. Interference with natural gas price adjustments, resulting from pipelines' practices, FERC found, was causing "a very large loss to the American economy in jobs, production, and net economic efficiency."[22] From these record findings, FERC concluded that the discriminatory transportation practices of pipelines in particular, and the overall regulatory framework in general, were "allowing rates, charges, and practices which are unjust, unreasonable, and unduly discriminatory under Section 5 of the [Natural Gas Act]."[23] Under the circumstances, FERC could no longer leave to the pipelines the choice of which customers to serve under blanket authority; it was obligated under Section 5 of the NGA to remedy that discrimination in establishing the new blanket transportation program, Order No. 436.[24]

Moreover, the antidiscrimination condition in Order 436 was directly responsive to judicial guidance. The D.C. Circuit had specifically vacated the prior Order No. 234-B transportation program because the Commission had granted blanket transportation authority to pipelines but had failed to bar the undue discrimination which so predictably would result. In *Maryland People's Counsel v. FERC*, 761 F.2d 780 (D.C. Cir. 1985) (*"MPC II"*), with Justice Scalia on the panel, the court unanimously vacated that program. The court reminded FERC, *inter alia*, of its overriding duty to protect consumers from

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[22] Order No. 436, *supra* note 1, at 31,489. The *AGD* court noted that pipelines did not challenge FERC's findings as to the "extreme factual circumstances now present in the gas industry." 824 F.2d at 999-1000; J.A. at 30a.

[23] Order No. 436, *supra* note 1, at 31,490.

[24] NGA Section 5(a) is mandatory in its wording. It requires FERC to act upon finding that any natural gas company engaged in unduly discriminatory or preferential acts by ordering a just and reasonable practice to be observed thereafter.

monopolistic excesses of pipelines as well as of its duty to stand as a first line of defense against violations of the antitrust laws[25] and specifically held that FERC must condition the broad transportation program at the outset to prevent undue discrimination. *MPC II*, 761 F.2d at 787. FERC could not adequately perform its duties, the court held, by granting open-ended authority to pipelines and leaving it to consumers to try to protect themselves from discrimination through complaints.[26]

The nondiscrimination condition about which Petitioners so vociferously complain is the minimal prerequisite which must be imposed by FERC if it is going to grant pipelines *blanket* authority for self-implementing transportation. FERC is not only *empowered* to impose a nondiscrimination requirement as a condition for blanket authority to engage in a self-implementing interstate transportation—it is *compelled* to do so by Sections 4, 5 and 7 of the NGA and its own findings of fact in the Order No. 436 rulemaking. FERC is likewise empowered under Sections 311(a), 311(c) and 501(c) of the NGPA to impose a similar nondiscrimination requirement on the portion of its new program that entails transportation authorized under the NGPA.[27]

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[25] 761 F.2d at 787, *citing* Gulf States Utilities Co. v. FERC, 411 U.S. 747, 760 (1973); *see also* California v. FPC, 296 F.2d 348, 353-54 (D.C. Cir. 1961) (antitrust policies should be involved in deliberations concerning proposed certificates); City of Pittsburgh v. FPC, 237 F.2d 741, 754 (D.C. Cir. 1956) (asserting inherent power of Commission to take into account antitrust law and policy); *cf.* FPC v. Conway Corp., 426 U.S. 271, 276-79 (1976) (Commission must consider discrimination and anticompetitive consequences *before* granting approvals under the Federal Power Act).

[26] 761 F.2d at 787. Similarly, in Maryland People's Counsel v. FERC, 761 F.2d 768 (D.C. Cir. 1985) (*"MPC I"*), Justice Scalia, writing for a unanimous court, reversed a related blanket program—a so-called "special marketing program"—because of undue discrimination countenanced thereunder.

[27] FERC has broad authority to condition transportation authorized under NGPA Section 311(a), 15 U.S.C. § 3371(a) (1982),

Mindful of its regulatory responsibilities as recently articulated in *MPC I* and *MPC II*, and taking into account the record it had compiled, FERC confronted two possibilities. *First*, it could have denied pipelines any blanket transportation authority, leaving them to proceed case-by-case, with advance scrutiny of each individual transportation arrangement. Or, *second*, it could use its authority to develop an optional, blanket program with a nondiscriminatory access condition. The Commission could *not*, however,—as Petitioners would have it—grant blanket transportation authority that would allow pipelines to transport whenever and for whomever they choose.[28] Under these circumstances, FERC selected the only feasible option that would still afford pipelines the option of performing self-implementing transportation—FERC granted blanket authority subject to anti-discrimination conditions.

Lastly, if pipelines do not like the blanket transportation rules, they remain free to seek individual Section 7(c) certificates to perform transportation on a transaction-by-transaction basis. There is no merit to the complaint that pipelines lack choice or that the choice is one between the noose and a firing squad.[29] The option

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which states that FERC "may" authorize transportation by "rule or order." Section 311(c), 15 U.S.C. § 3371(c) (1982), expressly gives FERC broad power to establish the terms and conditions of transportation authorized under Section 311(a). Indeed, the statute authorizes FERC to deny Section 311 transportation altogether if it finds that such transportation would be incompatible with the public interest or with the NGPA's goal of achieving and preserving competitive wellhead pricing. Similarly, NGPA Section 501(c) provides that FERC "is authorized to perform any and all acts," and to "prescribe, issue amend, and rescind such rules and orders as it may find necessary and appropriate to carry its functions under this Act." 15 U.S.C. § 3411(a) (1982).

[28] *MPC II*, 761 F.2d 781-82; *MPC I*, 761 F.2d at 779.

[29] *AGD*, 824 F.2d at 1024. This colorful phrase appears to be one of the "stray observations" in the *AGD* opinion that inspired the concurring opinion of Judge Mikva. *See AGD*, 824 F.2d at 1044

of case-by-case approval is all that pipelines had for the first 40 years of regulation and it is all that the law requires. Many pipelines—including Petitioner Texas Eastern—have, in fact, refused or are currently refusing to implement blanket transportation services.[30]

In sum, in light of the specific record evidence, the nondiscrimination condition adopted by FERC as part of its optional blanket grant of authority simply enforces the statutory ban on undue discrimination, preferences and unjust and unreasonable rates and services. Moreover, this condition appears to be the only *effective* mechanism to prevent unduly discriminatory practices under self-implementing blanket certificates.[31]

B. FERC's Nondiscriminatory Access Condition Is Neither Compulsory Nor Does It Require Gas Pipelines to Transport Gas As Common Carriers.

AEPCO argues that Order No. 436 and the nondiscriminatory access rules therein will "radically transform" gas pipelines into common carriers. (AEPCO at 9.) Both FERC and the *AGD* court correctly rejected the argument that FERC's "open access" condition is

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(Mikva, J., concurring). The expert agency found that the program is voluntary and structured its rules to assure the availability of the traditional Section 7(c) option. Experience has borne this out. *See* n.30, *infra*.

[30] Many pipelines have "opened" and then "closed" their systems, taking full advantage of the voluntary aspect of the program. As of the date of printing hereof, only 10 of the 24 major interstate pipeline companies have accepted a blanket certificate under Order No. 436/500. They are: ANR Pipeline Co., Columbia Gas Transmission Corp., Columbia Gulf Transmission Co., Consolidated Gas Transmission Corp., Natural Gas Pipeline Co. of America, Northern Border Pipeline Co., Northern Natural Gas Co., Tennessee Gas Pipeline Co., Trunkline Gas Co., and United Gas Pipe Line Co.

[31] *Cf.* Permian Basin Area Rate Cases, 390 U.S. 747, 780 (1968) (absent compelling evidence of a contrary congressional intent, courts may not prohibit administrative action that is imperative to the achievement of an agency's ultimate purposes).

equivalent to a "common carriage" requirement. (824 F.2d at 997; J.A. at 24a.) *Certiorari* should not be granted to reward Petitioners for their war of labels.

First, Order No. 436 does not mandate common carrier status. It does not *require* pipelines to transport for anyone.[32] Order No. 436 merely states that if pipelines elect to transport on a self-implementing basis, without prior Commission review and approval, they must agree to do so in an open and nondiscriminatory manner. Second, the concept of "common carriage" is legally distinct from that of nondiscrimination.[33] The NGA has long prohibited "undue discrimination" or "preferences" and required FERC to remedy discrimination; yet the NGA is not viewed as "common carrier" law.[34]

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[32] FERC asserted that a primary distinction between its actions in Order No. 436 and common carriage is that "a principal attribute of common carrier status [is] its *mandatory* nature." Order No. 436, *supra* note 1, at 31,500. The *AGD* court saw the competitive and economic forces surrounding the decision by a pipeline whether or not to transport in accordance with Order No. 436 as nullifying the "voluntariness" rationale. 824 F.2d at 1014; J.A. at 62(a).

[33] In *Pennsylvania Railroad v. Sonman Shaft Coal Co.*, 242 U.S. 120, 123-26 (1916), for example, the Court allowed a coal company which had received from a railroad fewer cars than it had requested for transportation of its coal, to maintain an action against this unfair and discriminatory treatment independent of its claims arising under the Interstate Commerce Act. The Court recognized a duty to avoid discriminatory treatment as distinct from the duty to abide by common carrier regulation. *Id.*

[34] The distinction between common carriage and nondiscriminatory access is also recognized in several federal statutes regulating gas pipelines. In the Mineral Leasing Act, 30 U.S.C. § 185(r)(2)(A), for example, gas pipelines are made subject to a nondiscriminatory access condition, but are exempted from common carrier provisions applicable to oil pipelines under Section 185 (r)(3)(A). *See also* S. REP. No. 207, 93d Cong., 1st Sess., *reprinted in* [1973] U.S. CODE CONG. & AD. NEWS 2417, 2440 (nondiscrimination requirement is not limited by qualified exemption of gas pipelines from common carrier requirements). The Outer

If gas pipelines operating under Order No. 436 must be labelled, it is evident that they are acting not as "common carriers" but as "contract carriers," under the traditional meaning of that term. The legal distinction between "contract" (or private) and "common" carriers has been described as "difficult to establish" in practice and attended by "confusion" and "turmoil." [35] The at-

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Continental Shelf Lands Act Amendments of 1978 require oil and gas pipelines operating in the Outer Continental Shelf ("OCS") to "provide open and nondiscriminatory access to both owner and non-owner shippers." 30 U.S.C. § 1334(f)(1)(A). Again, however, this language was deemed not to be the equivalent of imposing common carrier status on such pipelines. *See* H. REP. No. 1474, 95th Cong., 2d Sess. 87 (1978); H. REP. No. 590, 95th Cong., 1st Sess. (1977) (bills requiring OCS pipelines to be operated as common carriers rejected). Section 13(a) of the Alaska Natural Gas Transportation Act, 15 U.S.C. § 719k ("ANGTA"), requires that certificates be conditioned to provide that no person seeking to transport gas on the system may be discriminated against based on the degree of ownership. FERC's Office of the General Counsel analyzed the legislative history of ANGTA and concluded that Congress did not intend the Alaskan gas pipeline to be a common carrier. *See* Northwest Alaskan Pipeline Co., 3 FERC (CCH) ¶ 61,226 at 61,604-07 (1978).

[35] *See* Campbell, *The Contract Carrier: A History of the Concept*, 29 I.C.C. PRAC. J. 952, 958 (May 1962); Hirschbach, *The Contract Motor Carrier—A Substitute for Private Carriage or a Common Carrier in Disguise?*, 18 S.D.L. REV. 10, 12 (Winter 1973); *see generally* L. Gorton, THE CONCEPT OF THE COMMON CARRIER IN ANGLO-AMERICAN LAW 183-86 (1971); *see also* Note, *Carriers: Common Carriage Distinguished from Contract Carriage: United States v. Contract Steel Carriers*, 350 U.S. 409 (1956), 43 CORNELL L. Q. 96, 99 (1957) [hereinafter "Cornell Note"] (Although some decisions have suggested that one distinction between common and contract carriage involves the ability of a contract carrier to select and reject shippers for whom it will haul, "this test seems questionable.") The distinction is further blurred because some entities that are treated as common carriers for their firm transportation services are regulated as contract carriers for their interuptible services. Hirschbach, *supra*, at 15-16 (return trip shipments, or those to fill the excess capacity of transporters, were traditionally treated as contract carriage).

tributes of Order No. 436 transportation, however, differ significantly from common law concepts of common carriage and are more akin to contract carriage than to common carriage.

First, as noted, the nondiscrimination condition is optional because the entire program is optional. Common carrier status under common law is mandatory for anyone engaged in the relevant business.

Second, common carriers generally are not allowed to offer discounts or rebates from their published rates. *See United Gas Pipe Line Co. v. Mobile Gas Serv. Corp.*, 350 U.S. 332, 345 (1946). In contrast, although a gas pipeline operating under Order No. 436 must file tariffs at FERC publishing its maximum and minimum transportation rates, it is free to practice "selective discounting" within that range without such discounting being deemed unduly discriminatory. *See* 18 C.F.R. § 284.7(d)(5) (1987); App. A at 1a-2a.

Third, in cases of insufficient pipeline capacity, FERC has interpreted Order No. 436 to permit a pipeline to curtail service to the party with the last-executed contract(s) before curtailing transportation to others.[36] In contrast, common law common carriage dictates that, in cases of limited pipeline capacity, all shippers must be afforded some capacity on a *pro rata* basis.[37]

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[36] *See, e.g.*, El Paso Natural Gas Co., 35 FERC (CCH) ¶ 61,440 at 62,061 (1986), *reh. denied*, 38 FERC (CCH) ¶ 61,008 (1987), *appeal docketed sub nom.* Mobil Oil Expl. & Prod., Southeast, Inc. v. FERC, No. 87-4016 (5th Cir., filed Jan. 13, 1987), *motion for remand granted* (Sept. 10, 1987).

[37] *See, e.g.*, Belle Fourche Pipeline Co., 28 FERC (CCH) ¶ 61,150 at 61,281-82 (1984); Powder River Pipeline Corp. v. Amoco Pipeline Co., 10 FERC (CCH) ¶ 61,044 at 61,108 (1980); *id.*, 4 FERC (CCH) ¶ 61,338 at 61,811 (1978); J. Hansen, UNITED STATES OIL PIPELINE MARKETS 73 (MIT Press 1983) (oil pipelines, which are common carriers under the Interstate Commerce Act, must afford proportionate service during times of insufficient capacity).

Fourth, Order No. 436 transportation requires the parties to enter into a formal contractual relationship with at least some major terms and conditions left to specific negotiation between the parties (*e.g.*, term of service, responsibility for construction costs, ownership of taps and other hook-ups, responsibility for installation and maintenance of metering devices). In contrast, "[c]ommon carriers, as a general rule, do not require the signing of a specific contract, or, at least, the shipper is not usually aware of signing such a contract." [38]

In addition, Order No. 436 transportation deviates from the traditional definition of common carriage in other ways as well. For example, FERC tolerates a priority for sales and transportation customers which had contracts with the pipeline prior to the date FERC acted on its blanket certificate application.[39] FERC also allows existing firm sales customers of the pipeline that are converting to transportation to receive a priority in the allocation of transportation capacity. 18 C.F.R. § 284.10 (c) (1987); App. A at 18a-20a. Such priorities are inconsistent with common law common carriage.

C. NGPA Section 602(b)(2) Was Not Designed to Restrain FERC from Imposing Nondiscriminatory Access Conditions on Blanket Transportation Authorizations.

Petitioners view NGPA Section 602(b)(2)[40] as a Congressional prohibition on the Commission's use of its broad authority under NGPA Sections 311(c) and 501(a) to condition transportation authorized under NGPA Sec-

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[38] Campbell, *supra* note 35, at 963; *see also* Hirschbach, *supra* note 35, at 15-16 (dedication of equipment [*e.g.*, lines, taps, meters] to the exclusive use of a shipper is a hallmark of contract carriage).

[39] *See, e.g.*, Texas Eastern Transmission Corp., 41 FERC (CCH) ¶ 61,015 at 61,027 (1987), *appeal docketed*, Texaco, Inc. v. FERC, No. 87-4735 (5th Cir., filed Oct. 15, 1987); Texas Eastern Transmission Corp. v. FERC, No. 87-1774 (D.C. Cir., filed Dec. 15, 1987).

[40] App. A at 1a.

tion 311(a). (INGAA at 14-17; AEPCO at 10-17, TETCO at 9-14; *see also* ANR at 8.) FERC and the *AGD* court soundly rejected that interpretation. 824 F.2d at 1002-03; J.A. at 35a. Moreover, nothing in the legislative history of those sections supports that interpretation. Instead, it appears that Section 602(b) was merely intended to allay the concerns of interstate and intrastate pipelines that they would inadvertently become subject to *other* state or federal common carrier statutes[41] solely "by reason of" either volunteering to perform transportation authorized by FERC under Section 311(a) or by responding to a presidential order requiring transportation in an emergency.[42] As the *AGD*

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[41] The *AGD* court identified Texas case law, opinions of the attorney general, and statutes that could have been triggered by a pipeline engaging in Section 311(a) transportation. 824 F.2d at 1002. *See also* MICH. COMP. LAWS ANN. § 483.110 (West 1979). The *AGD* court did not find comparable federal statutes; however, several such miscellaneous statutes exist that impose duties on or create an exposure for common carriers that is not applicable to non-common carriers. *See, e.g.*, Clayton Act, § 10, 15 U.S.C. § 20 (1982) (prohibiting common carriers from certain dealings in securities, supplies, or contracts with companies with whom they have interlocking directorates); Tariff Act of 1930, § 551, 19 U.S.C. § 1551 (1982) (authorizing Secretary of Treasury to impose bonding requirements on common carriers); Act of March 19, 1918, § 1, 15 U.S.C. § 261 (1982) (requiring common carriers to observe standard time zones); Employers' Liability Act, § 10, 45 U.S.C. § 60 (1982) (imposing penalties on common carriers for preventing employees from furnishing information concerning deaths or injuries); Foreign Intelligence Surveillance Act of 1978, § 105, 50 U.S.C. § 1805 (b)(2)(B) (1982) (automatically obligating common carriers to furnish information, facilities and technical assistance to aid in accomplishing secret surveillance); Postal Reorganization Act, § 603, 39 U.S.C. § 603 (1982) (allowing Postal Service searches of common carrier offices). The quoted language could also have been intended to protect pipelines transporting under NGPA Section 311 from both "overlooked" federal provisions and/or future federal provisions yet to be enacted.

[42] *See* National Energy Act, Report of the Ad Hoc Committee on Energy, U.S. House of Representatives, on H.R. 8444, Rep. No.

court noted, if pipelines refused to transport under Section 311(a) because of the risk of additional federal or state obligations, that refusal would impede the statutory purpose of removing a major barrier between interstate and intrastate movement of gas. 824 F.2d at 1002; J.A. at 35a-36a.

Petitioners dispute the interpretation of NGPA Section 602(b)(2) adopted by the court below. They claim that Congress intended this section to be read as a specific limitation on FERC authority to regulate gas pipelines. (AEPCO at 10-12; INGAA at 14-15; TETCO at 9-10.) This claim ignores the fact that Congress used nearly identical language in two other gas regulatory acts passed the same day as the NGPA to protect *end users* from being subject to regulation as common carriers under Federal or State law solely by virtue of their voluntary actions to comply with those acts.[43] The appearance of comparable provisions in other contemporaneous acts confirms that Section 602(b)(2) was *not* enacted to protect pipelines from FERC efforts to remedy their unduly discriminatory practices.

The *AGD* court's interpretation of the scope of NGPA Section 602(b) is further supported by the title of Sec-

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95-543, 95th Cong., 1st Sess. 45 (1977); 123 CONG. REC. H.R. 8382 (Aug. 3, 1977). Pipelines previously had been insulated from common carrier statutes due to the bifurcation of interstate and intrastate markets maintained by the Natural Gas Act.

[43] *See* Public Utility Regulatory Policies Act of 1978, § 606(f)(2), 15 U.S.C. § 717(f)(2) (1982) (gas users would not become common carriers if they voluntarily converted to heavy fuel oil and sold, transported or assigned their contracts for gas supplies to pipelines, distributors or high priority users); Powerplant and Industrial Fuel Use Act of 1978, § 731(f)(2), 15 U.S.C. § 8441(f)(2) (1982) (any person receiving gas for a use outlawed by the act may transfer its interest in such gas without becoming subject to regulation as a common carrier under any provision of Federal or State law solely by virtue of its sale, transportation or assignment of such gas rights).

tion 602—"Effect on State Laws."[44] This title clearly signals that the primary purpose of Section 602(b) was to insulate pipelines engaged in Section 311(a) transportation from being treated as common carriers under state laws, not to force FERC to condone undue discrimination and anticompetitive practices by pipelines.[45]

The *AGD* court further buttressed its interpretation of NGPA Section 602 by noting, correctly, that Congress hardly could have intended a limitation on the President's powers to order gas transportation in an emergency, if the President were to order transportation akin to that of common carriage. 824 F.2d at 1003; J.A. at 37a. In addition, even though the *AGD* court reached an independent conclusion that NGPA Section 602(b)(2) does not bar FERC from conditioning transportation pursuant to Section 311(a) on a commitment to provide nondiscriminatory access, it also upheld FERC's own interpretation of Section 602 as reasonable.[46]

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[44] When section titles are enacted as part of a statute, as they were in the NGPA, they may be used in the process of statutory construction. *See* 2A SUTHERLAND STATUTORY CONSTR. § 47.14, at 151 (4th ed. 1984); Office of Consumers' Counsel v. FERC, 783 F.2d 206, 219 (D.C. Cir. 1986) (beginning interpretation of NGPA § 601(c)(2) by reviewing its title).

[45] If Congress had intended Section 602(b)(2) to operate as a limitation on FERC's power under the NGPA to authorize transportation subject to conditions needed to protect the public interest, as Petitioners allege, this limitation would have been included in Section 311 itself, and not in a separate title for "miscellaneous" provisions in a section entitled "Effect on State Laws."

[46] 824 F.2d at 1003; J.A. at 37a, *citing* Chevron U.S.A. Inc. v. Natural Resources Defense Council, Inc., 467 U.S. 837 (1984). This Court's teachings in *Chevron* dictate that, when there are two or more equally plausible readings of a statute, the question for a reviewing court is whether the agency's construction is a permissible one. 467 U.S. at 843 & n.11.

D. Midwest Video is Neither Relevant Nor Controlling.

Petitioners rely heavily on this Court's decision in *FCC v. Midwest Video Corp.*, 440 U.S. 689 (1979) (*"Midwest Video II"*), to contend that Order No. 436 improperly forces pipelines to become common carriers because, they allege, the nondiscriminatory access condition set forth at Sections 284.8(b) and 284.9(b) of FERC's regulations is the "essence of common carriage." (AEPCO at 9-12; INGAA at 7-9; TETCO at 5-6.) However, *Midwest Video II* interpreted and applied the concept of "common carriage" in the highly particularized context of the Communications Act of 1934 ("Communications Act" or "Act"),[47] and not in the context of the gas acts. Based on the significant dissimilarities between the legislative purposes and statutory structure of the Communications Act, on the one hand, and the NGA and the NGPA on the other, the Court of Appeals found, correctly, that *Midwest Video II* is of marginal relevance in the context of gas pipeline regulation. 824 F.2d at 998; J.A. at 27a.

First, the structure of the NGA and the NGPA is plainly different from that of the Communications Act. Specifically, the two natural gas statutes do not share the Communications Act's bifurcated structure[48] in which two mutually exclusive congressional objectives are expressed. Significantly, Title III of the Communications Act (regulating broadcasters) contains no antidiscrimination provision and gives the FCC no authority to impose a nondiscrimination requirement. Accordingly, this Court held in *Midwest Video II* the FCC had no authority under Title III to promulgate the cable television access rules at issue there.

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[47] 47 U.S.C. §§ 151, *et seq.* (1982).

[48] Title II of that Act regulates radio common carriers and requires open access to all would-be users of common carrier service. Title III, discussed in the text, is fundamentally different.

By contrast, the Natural Gas Act does *explicitly* require FERC to *assure* that natural gas companies do not grant undue preferences or advantages or otherwise engage in unduly discriminatory behavior. Natural Gas Act §§ 4(b), 5(a), 15 U.S.C. §§ 717c(b), 717d(a) (1982). Further, FERC has broad authority to prohibit discrimination and unreasonable transportation practices under the NGPA. *See* NGPA §§ 311(c), 501(a), 15 U.S.C. §§ 3371(c), 3411(a) (1982). Thus, there is a clear and logical nexus between FERC's jurisdiction to regulate gas transportation services and its power to order nondiscriminatory access as a condition to an optional blanket transportation program. It was the presence of just such a nexus that caused this Court to uphold the FCC's cable television program origination rules in *Midwest Video I*,[49] while rejecting its access rules in *Midwest Video II*, when no statutory nexus was shown. *See* 440 U.S. at 700.

Second, the Congressional purpose of journalistic independence, which justified overturning the FCC's access rules, finds no parallel in the gas statutes. The "unusual order of First Amendment values" [50] implicated in regulating the broadcast media is simply inapplicable to the regulation of natural gas companies.

Third, in *Midwest Video II*, the FCC's rules required open access behavior by *all* cable operators. In contrast, FERC has merely offered an optional alternative to the traditional method of obtaining authority to transport gas in interstate commerce. As noted, Order 436 permits, but does not require, self-implementing transportation services subject to a nondiscrimination condition which substitutes for prior FERC review of each transaction.

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[49] United States v. Midwest Video Corp., 406 U.S. 649 (1972).

[50] *See* Columbia Broadcasting System, Inc. v. Democratic National Committee, 412 U.S. 94, 101 (1973); *see also* Red Lion Broadcasting Co. v. FCC, 395 U.S. 367, 389 (1969).

III. SoCAL'S CHALLENGES TO THE OPTIONAL EXPEDITED CERTIFICATE REGULATIONS DO NOT WARRANT A WRIT OF CERTIORARI.

A. SoCal's Challenges are Premature.

At the outset, it bears emphasis that Petitioner Southern California Gas Company ("SoCal") challenges the Optional Expedited Certificate ("OEC") regulations only with respect to a single potential application of the OEC rules, *i.e.*, insofar as they potentially permit an interstate pipeline to "bypass" an LDC. By "bypass" SoCal has in mind the fear that its monopoly may not be absolute because an interstate pipeline might in the future be allowed to serve directly a customer which was traditionally a customer of SoCal.

Although the OEC regulations might, in the future, be invoked by an interstate pipeline that directly seeks to serve an existing customer of an LDC, it remains speculative whether the OEC rules will ever produce the results feared by SoCal. The OEC regulations apply broadly to a variety of potential transactions for which a certificate of public convenience and necessity is required under the NGA. For example, the OEC procedures may be invoked for expedited approval of a pipeline's construction of new facilities and/or rendition of new services for the direct benefit of LDCs [51] or fellow pipelines or end users who are not currently buying gas from anyone.[52] To date, the Commission has issued but one

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[51] For example, several LDC affiliates are partners in an OEC proposal for a project that would import natural gas from Canada largely for LDC system supply. *See* Iroquois Gas Transmission Co., FERC Docket No. CP86-523. Curiously, SoCal appears mistakenly to suggest that this proposed OEC project, which would benefit its fellow LDCs and Northeast U.S. consumers generally, is a proposed bypass of an LDC.

[52] For example, one OEC application proposes to serve the California enhanced oil recovery ("EOR") market. Wyoming-California Pipeline Company, 52 Fed. Reg. 23266 (June 26, 1986) (hereinafter

OEC certificate, and it is intended to benefit an LDC.[53]

Further, as the court below correctly determined,[54] the OEC procedures are not yet ripe for review because it remains to be seen whether FERC will deny a request for hearing with respect to an OEC application.[55] Even if FERC does deny a live hearing in a particular case, the circumstances may warrant denial of the hearing in that case.[56] In any event, whether the application of the OEC procedures would deprive a protestant of its rights cannot be determined in the abstract in this proceeding but must be resolved based on the factual record of an individual proceeding.[57]

B. The OEC Regulations Are Within FERC's Statutory Authority.

Fundamentally, SoCal bases its argument on the erroneous premise that the OEC regulations create an irrebuttable presumption in favor of LDC bypass. The regulations do not address bypass *per se*. Based on sub-

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"Wy-Cal"). Although SoCal contends that the proposed service would result in bypass, in fact much of the EOR market is not currently burning natural gas, and thus this is largely a case of SoCal competing with a pipeline for a new market.

[53] Moraine Pipeline Company, 42 FERC (CCH) ¶ 61,144 (February 2, 1988).

[54] *AGD*, 824 F.2d at 1031-33.

[55] Indeed, FERC may well modify the OEC procedures as part of its final self-implementing transportation rule.

[56] Formal hearings, for example, are not required under the NGA when there are no material issues of fact in dispute. *See* Cerro Wire & Cable Co. v. FERC, 677 F.2d 124, 128-29 (D.C. Cir. 1982).

[57] SoCal has intervened in the Wy-Cal proceeding and will have the opportunity there to seek review of the OEC procedures in a concrete factual setting if (1) its rights are denied and (2) FERC grants that application. SoCal's attack on the OEC regulations appears to be motivated by its desire to protect its regulatory monopoly against competition for new markets from Wy-Cal's proposal to build a new interstate pipeline. Consequently, its challenge properly lies there.

stantial record evidence, however, the OEC regulations do include a rebuttable presumption in favor of applicants that satisfy criteria designed by the FERC to assure that they assume the full economic risk of the venture. Both the FERC and the court below considered and properly rejected arguments by SoCal Gas and others that bypass would shift costs to residential customers. Such claims are at best speculative and, moreover, are contradicted by record evidence.

SoCal's argument that FERC abruptly changed a long-standing policy favoring service by LDCs over direct pipeline service to end users is incorrect. While some decisions have provided for service by an LDC rather than directly by a pipeline, this has by no means been a consistent rule.[58] Furthermore, FERC may change any alleged policy in favor of service by LDCs where, as here, circumstances warrant a new policy.

Contrary to SoCal's assertion, the OEC's rebuttable presumption does not improperly shift the burden of proof.[59] Under traditional NGA Section 7(c) procedures, the applicant has the burden of establishing a *prima facie* case that the certificate is required by the public convenience and necessity and, thereafter, the burden of going forward with evidence shifts to the protestant.[60] The OEC procedures simply expedite the initial burden of going forward through the use of a presumption which may be rebutted by appropriate evidence. In any

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[58] *See, e.g.*, Opinion 275-A, Panhandle Eastern Pipe Line Company, 40 FERC (CCH) ¶ 61,220 (1987); American Distribution Company (Alabama Division), 37 FERC (CCH) ¶ 61,282 (Dec. 23, 1986).

[59] In Order Nos. 436 and 436-A FERC made clear that "[b]urden of proof issues, to the extent that they arise in individual cases, will be resolved in accordance with the Administrative Procedure Act ["APA"]." Order No. 436, *supra*, note 1, at 31,584-85; J.A. at C-121 through 122.

[60] *See* Transcontinental Gas Pipeline Corporation, 33 F.P.C. 237, 265 (1965).

event, the Commission will make a specific finding as to whether the public convenience and necessity are served in each case,[61] and any aggrieved party may seek judicial review.

SoCal's reliance upon *American Distribution Company (Alabama Division)*,[62] is misplaced. That case did *not* involve an OEC proceeding, but rather was a traditional NGA Section 7 certificate application seeking authority to serve a municipal distribution system for ultimate redelivery to an industrial customer.

Finally, SoCal's assertion that it merely seeks the "opportunity for specific review of bypass applications which consider all relevant factors" is misleading. *First*, the OEC regulations provide it with such an opportunity. The regulations require that, in the case of a proposed bypass, an affected LDC and state commission must be given direct notice. Those parties will be provided an opportunity to rebut the presumption in favor of an OEC application. *Second*, SoCal is really seeking a procedural vehicle designed to defeat competition by interjecting needless delay through protracted formal proceedings. Use of such delay to block competition is contrary to the public interest and wholly inconsistent with the aims of the NGPA and the broad competitive goals supported by the FERC's rulemaking.

C. There Is No Jurisdictional Conflict.

SoCal presents no jurisdictional issues that would warrant issuance of a writ of *certiorari*. SoCal's argument concerning an alleged need to clarify the scope of state jurisdiction over transportation within its boundaries is based on the incorrect premise that, through its OEC

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[61] To illustrate, in approving the only OEC certificate granted to date, the FERC held that "based on the evidence in the record before us, *and without relying on any presumption*, we find that Moraine's proposal as modified, is required by the public convenience and necessity" (emphasis added). Moraine Pipeline Co., *supra* note 53, mimeo at 18.

[62] 37 FERC (CCH) ¶ 61,282 (1986).

regulations, FERC has abandoned regulation of an aspect of interstate transportation. Contrary to SoCal, FERC will continue to exercise its jurisdiction to regulate the interstate transportation of gas to end users just as it has in the past. FERC has simply reduced the danger of pointless litigation delay in cases in which the parties to a transaction assume the full economic risks of their transaction. FERC's OEC rules have not created a regulatory gap, nor has SoCal set forth any basis for interfering with FERC's exercise in this instance of its exclusive jurisdiction over interstate transportation of natural gas.

CONCLUSION

For the foregoing reasons, the Petitioners for Writ of Certiorari addressed herein should be denied.

Respectfully submitted,

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APPENDIX A

APPENDIX A

NGPA Section 602(b), 15 U.S.C. § 3432(b) (1982):

EFFECT ON STATE LAWS.

. . .

(b) Common Carriers.—No person shall be subject to regulation as a common carrier under any provision of Federal or State law by reason of any transportation—

(1) [pursuant to presidential order requiring transportation in an emergency; or]

(2) authorized by the Commission under section 311(a) of this Act.

18 C.F.R. Part 284:

§ 284.7 Rates.

* * * *

(d) Rate design.

* * * *

(5) Rate flexibility.

(i) Any rate schedule filed under this section must state a maximum rate and a minimum rate.

(ii) The pipeline may charge an individual customer any rate that is neither greater than the maximum rate nor less than the minimum rate on file for that service.

(iii) The pipeline may not file a revised or new rate designed to recover costs not recovered under rates previously in effect.

(iv) If, during any billing period, a pipeline charges a rate or collects a reservation fee that is less than the maximum rate or fee, the pipeline must, within 15 days of the close of the billing period, file a report with the Commission identifying:

(A) The maximum rate or fee and the rate or fee actually charged during the billing period;

(B) The shipper; and

(C) Any corporate affiliation between the shipper and the transporting pipeline.

§ 284.8 Firm transportation service.

(a) *Firm transportation availability.* (1) An interstate pipeline that provides transportation service under Subpart B, G or H must offer such transportation service on a firm basis.

(2) An intrastate pipeline that provides transportation service under Subpart C may offer such transportation service on a firm basis.

(3) "Service on a firm basis" means that the service is not subject to a prior claim by another customer or another class of service and receives the same priority as any other class of firm service.

(b) *Non-discriminatory access.* An interstate pipeline or intrastate pipeline that offers transportation service on a firm basis under Subpart B, C, G or H must provide such service without undue discrimination, or preference, including undue discrimination or preference in the quality of service provided, the duration of service, the categories, prices, or volumes of natural gas to be transported, customer classification, or undue discrimination or preference of any kind.

(c) *Reasonable operational conditions.* Consistent with paragraph (b) of this section, a pipeline may impose reasonable operational conditions on any service provided under this part. Such conditions must be filed by the pipeline as part of its transportation tariff.

(d) *Reservation fee.* Where a customer purchases firm service, a pipeline may impose a reservation fee or charge on a shipper as a condition for providing such service. The reservation fee may not recover any variable costs or any fixed costs in excess of those costs that would be recovered by using the same ratemaking meth-

odology used for determining the demand charge in the pipeline's sales rates. Except as provided in this paragraph, the pipeline may not include in a rate for any transportation service provided under Subpart B, C, G or H any minimum bill or minimum take provision, or any other provision that has the effect of guaranteeing revenue.

(e) *Limitation.* A person providing service under Subpart B, C, G or H of this part is not required to provide any requested transportation service for which capacity is not available or that would require the construction or acquisition of any new facilities.

(f) (1) *Transportation credits.* Natural gas is eligible for transportation by interstate pipelines under this part only if:

(i) The pipeline and the shipper or producer agree, or

(ii) An offer has been submitted to the pipeline satisfying the requirements of paragraph (f)(2) of this section.

(2) An offer to satisfy this section need not be notarized but must:

(i) Identify the gas made eligible for transportation through the filing of the offer,

(ii) Be signed by the producer and all other persons who own at least 85 percent of the volumes of gas for which take-or-pay or take-and-pay credits are required to be offered under this section in connection with the transportation of the subject gas, and

(iii) Constitute an offer, which upon acceptance by the pipeline will result in a contract binding on the producers and their assignees, to grant the pipeline any credits under this section in connection with the transportation of the subject gas. The requirements of this section may be satisfied by a general offer applicable to all transportation transactions involving the subject gas.

(iv) Where a pipeline receives offer(s) of credits covering at least 85 percent of the volumes to be transported and signed by the producers and all other persons required to offer take-or-pay or take-and-pay credits under this section in connection with the transportation of the subject gas, the pipeline must be provided with the names of the persons or entities that have not signed and comprise the 15 percent (or lower) volumetric minority.

(v) If, at any time after the commencement of a transaction under section 284.8(f)(2)(iv) above, any one of those producers or other persons that did not submit an offer of credits should subsequently sign and tender a document offering take-or-pay and take-and-pay credits pursuant to this part, then that producer or other person must also provide credits for any of its volumes transported in the transaction where it was in the 15 percent (or lower) volumetric minority not signing an offer of credits.

(3) Once the offer and names required by this section are submitted to the pipeline, the pipeline must transport the gas, subject to the conditions of this part, notwithstanding any dispute concerning either the adequacy of the offer made under § 284.8(f)(1)(ii) or how the crediting is to be performed.

(4) If a pipeline is requested to transport gas which on June 23, 1987, was owned by a producer who on that date owned gas sold to the pipeline under a contract or contracts executed before June 23, 1987, which contain take-or-pay or take-and-pay provisions, and receives the offer required by paragraph (f)(2) of this section, the pipeline may receive credits as follows:

(i) For each unit of gas transported that is owned by that producer on June 23, 1987, the pipeline will receive credit for the volumes transported as though they were volumes of that producer's gas purchased by the pipeline under any contract existing on or before June 23, 1987, which contains a take-or-pay or take-and-pay provision.

(ii) The selection of the contracts against which the credits will apply will be at the discretion of the pipeline. However, the pipeline may not apply credits against its obligation, under a take-and-pay contract, to take gas which under state law in effect on June 23, 1987, was defined as casinghead gas.

(iii) The pipeline may, at its discretion, apply the credit as though the volumes were purchased in the contract year in which the gas was transported or in any previous calendar year, commencing on or after January 1, 1986, in which the pipeline transported natural gas pursuant to the nondiscriminatory access provisions of §§ 284.8(b) and 284.9(b) of this part.

(iv) When a pipeline has released gas from a gas purchase contract and, as part of the release agreement, the parties have agreed to a crediting of the released gas against the pipeline's take-or-pay or take-and-pay liability under that contract, the releasing pipeline nonetheless may, at its discretion, receive credits pursuant to this section for transporting the released gas. However, the pipeline may not receive more than a volume for volume credit. Therefore, if a pipeline chooses to receive credits under this section, it must discharge the producer from all other crediting arrangements agreed to in the release agreement or otherwise provided in the gas purchase contract. In addition, for purposes of determining the pipeline's take-or-pay liability under the released contract, the pipeline may not claim that the annual deliverability of gas under the released contract is reduced by the volumes credited against another contract.

(v) If, as a result of the release, there are insufficient gas reserves subject to the release contract to allow the pipeline to receive delivery of gas for which it has made prepayments pursuant to the released contract, the producer must, at its option, either repay the prepayments to the extent of any insufficiency caused by the release or satisfy any make up rights of the pipeline under the contract through delivery of a like quantity of

gas from either gas committed to the contract which was credited or some other source.

(vi) If the transported gas was not owned by any producer on June 23, 1987, the pipeline may receive credits, as provided in this section.

(5) When the gas is transported by more than one pipeline and the gas was released from a contract between the producer and one of the transporting pipelines, only the pipeline which is a party to the contract from which the gas is released may receive credit under this section. No other pipeline providing transportation may receive a credit. In all other cases, when more than one pipeline is requested to transport the same gas, the credit is to be applied to the take-or-pay or take-and-pay obligations of all the pipelines engaged in the transaction but is not required to exceed the amount of the gas transported. The pipelines may agree among themselves how the credits should be allocated among their prepayment obligations. Failure by the pipelines to agree as to such an allocation of the credits will not render the gas ineligible for transportation. If transportation begins before the pipelines agree on an allocation formula, the allocation formula subsequently agreed upon will apply from the date transportation commenced.

(6) If on September 15, 1987, a pipeline is transporing gas owned by a producer on June 23, 1987, that gas will cease to be eligible for transportation under this part on January 1, 1988, unless the pipeline and the shipper or producer agree, or an offer of take-or-pay or take-and-pay credits has been submitted to the pipeline, as provided under paragraph (f)(2), offering the pipeline credits. Such credits shall commence from the date the offer of credits is submitted.

(7) Notwithstanding the above provisions, a producer is not required under this section to provide credits with respect to take-or-pay or take-and-pay obligations in order to obtain transportation of:

(i) Gas which:

(A) The producer formerly sold to the transporting pipeline under a contract which contained a take-or-pay or take-and-pay provision and which has been terminated, and

(B) Is not currently subject to a gas purchase contract between the pipeline and the producer, or

(ii) Gas which has been released from a gas purchase contract which contains or is subject to a market-out clause giving the purchaser the right to terminate the contract at the purchaser's discretion.

(8) *New natural gas.* Notwithstanding the above provisions, a producer is not required under this section to provide credits with respect to take-or-pay or take-and-pay obligations in order to obtain transportation of Order No. 500 new natural gas, as defined in paragraph (i). Also, a pipeline may not apply credits arising from the transportation of other gas against take-or-pay or take-and-pay obligations for Order No. 500 new natural gas.

(i) Order No. 500 new natural gas is:

(A) Natural gas produced from an Order No. 500 new well (as defined in paragraph ii) which is 2.5 miles or more from the nearest Order No. 500 marker well (as defined in paragraph iii) or from any completion location of any Order No. 500 new well which is located at a depth of least 1,000 feet below the deepest completion location of each Order No. 500 marker well within 2.5 miles of such new well, or

(B) Natural gas produced from an Order No. 500 new well and from a reservoir from which natural gas was not produced in commercial quantities before June 23, 1987.

(ii) An Order No. 500 new well is any well the surface drilling of which began on or after June 23, 1987 or the depth of which was increased, by means of drilling

on or after June 23, 1987, to a completion location which is located at least 1,000 feet below the depth of the deepest completion location of such well attained before June 23, 1987.

(iii) An Order No. 500 marker well is any well from which natural gas was produced in commercial quantities at any time after January 1, 1970 and before June 23, 1987.

(iv) For purposes of determining the distance from any Order No. 500 new well to any Order No. 500 marker well, the measurement shall be the horizontal distance from the surface location of the Order No. 500 new well to the surface location of the Order No. 500 marker well.

(9) *Intrastate system supply.* Notwithstanding the above provisions, a producer is not required under this section to provide credits with respect to take-or-pay or take-and-pay obligations in connection with an interstate pipeline's transportation after January 1, 1988 of gas released from an intrastate pipeline's system supply gas, for average daily quantities transported by the interstate pipeline which do not exceed the average daily quantities transported in November 1987 under its reported transaction, if:

(i) The intrastate pipeline has released that gas under a release agreement providing the intrastate pipeline take-or-pay credits for transporting that gas against the pipeline's take-or-pay or take-and-pay liability under the contract from which the gas has been released,

(ii) The intrastate pipeline and interstate pipeline transport the gas in transactions commenced on or before November 15, 1987,

(iii) The intrastate pipeline reported its transportation transaction to the Commission pursuant to § 284.126 (a), and

(iv) The interstate pipeline reported its transportation transaction to the Commission pursuant to § 284.106.

(10) *Special rule for certain processing plant resales.*

(i) Natural gas which a processing plant operator purchased under percentage-of-proceeds contracts, entered into on or before June 23, 1987, with behind-the-plant producers and which the processing plant operator resells at the plant's tailgate is eligible for transportation by interstate pipelines when:

(A) The pipeline and the shipper or processing plant operator agree, or

(B) An offer has been submitted to the pipeline (*1*) signed by the processing plant operator and (*2*) identifying the gas made eligible for transportation through the filing of the offer, (*3*) which, upon acceptance of the pipeline, will result in a contract binding on the processing plant operator to grant the pipeline credits, as provided in this section subject to the limitation in paragraph (f)(10)(ii), in connection with the transportation of the subject gas.

(ii) Credits arising from the transportation after January 1, 1988 of the gas described in paragraph (f)(10)(i) may be applied only against the transporting pipeline's take-or-pay or take-and-pay obligation under a pre-June 23, 1987 contract with the processing plant operator from which that pipeline has released the transported gas.

(11) *Offers to act as a guarantor.* (i) Where the working interest owners of 85 percent of the gas tendered for transportation do not sign offers of credits, that gas nevertheless shall be eligible for transportation if some other person offers to act as guarantor for non-signing producers such that 85 percent of the gas is covered either by offers or credits or offers to act as guarantor.

(ii) An offer to act as guarantor must:

(A) Identify the gas which will be transported pursuant to the offer and the producer of that gas,

(B) Be signed by the guarantor, and

(C) Constitute an offer, which upon acceptance by the pipeline, will result in a contract binding on the guarantor to pay the pipeline the amount by which the pipeline's take-or-pay or take-and-pay payments to the producer would have been reduced had the producer offered the pipeline credits under Order No. 500.

§ 284.9 Interruptible transportation service.

(a) Interruptible transportation availability. (1) An interstate pipeline that provides firm transportation under Subpart B, G or H must also offer transportation service on an interruptible basis under that subpart or subparts.

(2) An intrastate pipeline that provides transportation service under Subpart C may offer such transportation service on an interruptible basis.

(3) "Service on an interruptible basis" means that the capacity used to provide the service is subject to a prior claim by another customer or another class of service and receives a lower priority than such other classes of service.

(b) *Non-discriminatory access.* An interstate or intrastate pipeline that offers interruptible service under Subpart B, C, G or H must provide such service without undue discrimination, or preference, including undue discrimination or preference in the quality of service provided, the duration of service, the categories, prices, or volumes of natural gas to be transported, customer classification, or undue discrimination or preference of any kind.

(c) *Reasonable operational conditions.* Consistent with paragraph (b) of this section, a pipeline may impose

reasonable operational conditions on any service provided under this part. Such conditions must be filed by the pipeline as part of its transportation tariff.

(d) *Reservation fee.* No reservation fee may be imposed for interruptible service. A pipeline's rate for any transportation service provided under this section may not include any minimum bill provision, minimum take provision, or any other provision that has the effect of guaranteeing revenue.

(e) *Limitation.* A person providing service under Subparts B, C, G or H of this part is not required to provide any requested transportation service for which capacity is not available or that would require the construction or acquisition of any new facilities.

(f) (1) *Transportation credits.* Natural gas is eligible for transportation by interstate pipelines under this part only if:

(i) The pipeline and the shipper or producer agree, or

(ii) An offer has been submitted to the pipeline satisfying the requirements of paragraph (f) (2) of this section.

(2) An offer to satisfy this section need not be notarized but must:

(i) Identify the gas made eligible for transportation through the filing of the offer,

(ii) Be signed by the producer and all other persons who own at least 85 percent of the volumes of gas for which take-or-pay or take-and-pay credits are required to be offered under this section in connection with the transportation of the subject gas, and

(iii) Constitute an offer, which upon acceptance by the pipeline will result in a contract binding on the producers and their assignees, to grant the pipeline any credits under this section in connection with the transportation of the subject gas. The requirements of this section may

be satisfied by a general offer applicable to all transportation transactions involving the subject gas.

(iv) Where a pipeline receives offer(s) of credits covering at least 85 percent of the volumes to be transported and signed by the producers and all other persons required to offer take-or-pay or take-and-pay credits under this section in connection with the transportation of the subject gas, the pipeline must be provided with the names of the persons or entities that have not signed and comprise the 15 percent (or lower) volumetric minority.

(v) If, at any time after the commencement of a transaction under section 284.9(f)(2)(iv) above, any one of those producers or other persons that did not submit an offer of credits should subsequently sign and tender a document offering take-or-pay and take-and-pay credits pursuant to this part, then that producer or other person must also provide credits for any of its volumes transported in the transaction where it was in the 15 percent (or lower) volumetric minority not signing an offer of credits.

(3) Once the offer and names required by this section are submitted to the pipeline, the pipeline must transport the gas, subject to the conditions of this part, notwithstanding any dispute concerning either the adequacy of the offer made under § 284.9(f)(1)(ii) or how the crediting is to be performed.

(4) If a pipeline is requested to transport gas which on June 23, 1987, was owned by a producer who on that date owned gas sold to the pipeline under a contract or contracts executed before June 23, 1987, which contains take-or-pay or take-and-pay provisions, and receives the offer required by paragraph (f)(2) of this section, the pipeline may receive credits as follows:

(i) For each unit of gas transported that is owned by that producer on June 23, 1987, the pipeline will receive credit for the volumes transported as though they were

volumes of that producer's gas purchased by the pipeline under any contract existing on or before June 23, 1987, which contains a take-or-pay or take-and-pay provision.

(ii) The selection of the contracts against which the credits will apply will be at the discretion of the pipeline. However, the pipeline may not apply credits against its obligation, under a take-and-pay contract, to take gas which under state law in effect on June 23, 1987, was defined as casinghead gas.

(iii) The pipeline may, at its discretion, apply the credit as though the volumes were purchased in the contract year in which the gas was transported or in any previous calendar year, commencing on or after January 1, 1986, in which the pipeline transported natural gas pursuant to the nondiscriminatory access provisions of §§ 284.8(b) and 284.9(b) of this part.

(iv) When a pipeline has released gas from a gas purchase contract and, as part of the release agreement, the parties have agreed to a crediting of the released gas against the pipeline's take-or-pay or take-and-pay liability under that contract, the releasing pipeline nonetheless may, at its discretion, receive credits pursuant to this section for transporting the released gas. However, the pipeline may not receive more than a volume for volume credit. Therefore, if a pipeline chooses to receive credits under this section, it must discharge the producer from all other crediting arrangements agreed to in the release agreement or otherwise provided in the gas purchase contract. In addition, for purposes of determining the pipeline's take-or-pay liability under the released contract, the pipeline may not claim that the annual deliverability of gas under the released contract is reduced by the volumes credited against another contract.

(v) If, as a result of the release, there are insufficient gas reserves subject to the release contract to allow the pipeline to receive delivery of gas for which it has made prepayments pursuant to the released contract, the pro-

ducer must, at its option, either repay the prepayments to the extent of any insufficiency caused by the release or satisfy any make up rights of the pipeline under the contract through delivery of a like quantity of gas from either gas committed to the contract which was credited or some other source.

(vi) If the transported gas was not owned by any producer on June 23, 1987, the pipeline may receive credits as provided in this section.

(5) When the gas is transported by more than one pipeline and the gas was released from a contract between the producer and one of the transporting pipelines, only the pipeline which is a party to the contract from which the gas is released may receive credit under this section. No other pipeline providing transportation may receive a credit. In all other cases, when more than one pipeline is requested to transport the same gas, the credit is to be applied to the take-or-pay or take-and-pay obligations of all the pipelines engaged in the transaction but is not required to exceed the amount of the gas transported. The pipelines may agree among themselves how the credits should be allocated among their prepayment obligations. Failure by the pipelines to agree as to such an allocation of the credits will not render the gas ineligible for transportation. If transportation begins before the pipelines agree on an allocation formula, the allocation formula subsequently agreed upon will apply from the date transportation commenced.

(6) If on September 15, 1987, a pipeline is transporting gas owned by a producer on June 23, 1987, that gas will cease to be eligible for transportation under this part on January 1, 1988, unless the pipeline and the shipper or producer agree, or an offer of take-or-pay or take-and-pay credits has been submitted to the pipeline, as provided under paragraph (f)(2), offering the pipeline credits. Such credits shall commence from the date the offer of credits is submitted.

(7) Notwithstanding the above provisions, a producer is not required under this section to provide credits with respect to take-or-pay or take-and-pay obligations in order to obtain transportation of:

(i) Gas which:

(A) The producer formerly sold to the transporting pipeline under a contract which contained a take-or-pay or take-and-pay provision and which has been terminated and

(B) Is not currently subject to a gas purchase contract between the pipeline and the producer, or

(ii) Gas which has been released from a gas purchase contract which contains or is subject to a market-out clause giving the purchaser the right to terminate the contract at the purchaser's discretion.

(8) *New natural gas.* Notwithstanding the above provisions, a producer is not required under this section to provide credits with respect to take-or-pay or take-and-pay obligations in order to obtain transportation of Order No. 500 new natural gas, as defined in paragraph (i). Also, a pipeline may not apply credits arising from the transportation of other gas against take-or-pay or take-and-pay obligations for Order No. 500 new natural gas.

(i) Order No. 500 new natural gas is: (A) Natural gas produced from an Order No. 500 new well (as defined in paragraph ii) which is 2.5 miles or more from the nearest Order No. 500 marker well (as defined in paragraph iii) or from any completion location of any Order No. 500 new well which is located at a depth at least 1,000 feet below the deepest completion location of each Order No. 500 marker well within 2.5 miles of such new well, or

(B) Natural gas produced from an Order No. 500 new well and from a reservoir from which natural gas

was not produced in commercial quantities before June 23, 1987.

(ii) An Order No. 500 new well is any well the surface drilling of which began on or after June 23, 1987 or the depth of which was increased, by means of drilling on or after June 23, 1987, to a completion location which is located at least 1,000 feet below the depth of the deepest completion location of such well attained before June 23, 1987.

(iii) An Order No. 500 marker well is any well from which natural gas was produced in commercial quantities at any time after January 1, 1970 and before June 23, 1987.

(iv) For purposes of determining the distance from any Order No. 500 new well to any Order No. 500 marker well, the measurement shall be the horizontal distance from the surface location of the Order No. 500 new well to the surface location of the Order No. 500 marker well.

(9) *Intrastate system supply.* Notwithstanding the above provisions, a producer is not required under this section to provide credits with respect to take-or-pay or take-and-pay obligations in connection with an interstate pipeline's transportation after January 1, 1988 of gas released from an intrastate pipeline's system supply gas, for average daily quantities transported by the interstate pipeline which do not exceed the average daily quantities transported in November 1987 under its reported transaction, if:

(i) The intrastate pipeline has released that gas under a release agreement providing the intrastate pipeline take-or-pay credits for transporting that gas against the pipeline's take-or-pay or take-and-pay liability under the contract from which the gas has been released,

(ii) The intrastate pipeline and interstate pipeline transport the gas in transactions commenced on or before November 15, 1987,

(iii) The intrastate pipeline reported its transportation transaction to the Commission pursuant to §284.126(a), and

(iv) The interstate pipeline reported its transportation transaction to the Commission pursuant to § 284.106.

(10) *Special rule for certain processing plant resales.*

(i) Natural gas which a processing plant operator purchased under percentage-of-proceeds contracts, entered into on or before June 23, 1987, with behind-the-plant producers and which the processing plant operator resells at the plant's tailgate is eligible for transportation by interstate pipelines when:

(A) The pipeline and the shipper or processing plant operator agree, or

(B) An offer has been submitted to the pipeline (1) signed by the processing plant operator and (2) identifying the gas made eligible for transportation through the filing of the offer, (3) which, upon acceptance of the pipeline, will result in a contract binding on the processing plant operator to grant the pipeline credits, as provided in this section subject to the limitation in paragraph (f)(10)(ii), in connection with the transportation of the subject gas.

(ii) Credits arising from the transportation from after January 1, 1988 of the gas described in paragraph (f)(10)(i) may be applied only against the transporting pipeline's take-or-pay or take-and-pay obligation under a pre-June 23, 1987 contract with the processing plant operator from which that pipeline has released the transported gas.

(11) Offers to act as guarantor. (i) Where the working interest owners of 85 percent of the gas tendered for transportation do not sign offers of credits, that gas nevertheless shall be eligible for transportation if some other person offers to act as guarantor for nonsigning producers such that 85 percent of the gas is covered either by offers of credits or offers to act as guarantor.

(ii) An offer to act as guarantor must: (A) Identify the gas which will be transported pursuant to the offer and the producer of that gas,

(B) Be signed by the guarantor, and

(C) Constitute an offer, which upon acceptance by the pipeline, will result in a contract binding on the guarantor to pay the pipeline the amount by which the pipeline's take-or-pay or take-and-pay payments to the producer would have been reduced had the producer offered the pipeline credits under Order No. 500.

§ 284.10 Conversion to firm transportation.

* * * *

(c) *Procedures.*

(1) *Customer option.* An interstate pipeline subject to this section agrees to offer, and is deemed to offer, each firm sales customer the option, under this paragraph, to convert a portion of its firm sales entitlements under any eligible firm sales service agreement to a volumetrically equal amount of firm transportation service.

(2) *Notice.* Unless the pipeline agrees otherwise, a customer that wishes to exercise its option under this paragraph must provide the pipeline written notice not later than 60 days before the proposed conversion.

(3) *Level of conversion.* (i) A customer of a pipeline subject to this section may convert to firm transportation its existing firm sales entitlements under any eligible firm sales service agreement with that pipeline, in accordance with the following schedule:

(A) During the first twelve-month period after the pipeline first becomes subject to this section, up to 15 percent of the level of its firm sales entitlements in existence on the date the pipeline first becomes subject to

this section, under any eligible firm sales service agreement with that pipeline;

(B) During the second twelve-month period after the pipeline first becomes subject to this section, up to 30 percent of the level of its firm sales entitlements in existence on the date the pipeline first becomes subject to this section, under any eligible firm sales service agreement with that pipeline;

(C) During the third twelve-month period after the pipeline first becomes subject to this section, up to 50 percent of the level of its firm sales entitlements in existence on the date the pipeline first becomes subject to this section, under any eligible firm sales service agreement with that pipeline;

(D) During the fourth twelve-month period after the pipeline first becomes subject to this section, up to 75 percent of the level of its firm sales entitlements in existence on the date the pipeline first becomes subject to this section, under any eligible firm sales service agreement with that pipeline; and

(E) Beginning the fifth twelve-month period after the pipeline first becomes subject to this section, up to 100 percent of the level of its firm sales entitlements in existence on the date the pipeline first becomes subject to this section, under any eligible firm sales service agreement with that pipeline;

(ii) A pipeline subject to this section may, at any time, permit a firm sales customer to convert to firm transportation by more than the amount provided in the schedule in paragraph (c) (3) (i) of this section.

(4) *Reservation fee.* Where a customer exercises its option under this paragraph to convert to firm transportation service, the pipeline may impose a reservation fee as provided in § 284.8(d) of this subpart.

(5) *Effect of conversion on minimum bills.* If a customer converts under this paragraph any portion of its firm sales entitlements from a pipeline, each unit of firm transportation service purchased must be credited to any minimum commodity bill obligation that the customer may have under its firm sales service agreements with that pipeline.

* * * *

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Nos. 87-976, 87-977, 87-979

Supreme Court, U.S.
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IN THE

Supreme Court of the United States

OCTOBER TERM, 1987

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

TEXAS EASTERN TRANSMISSION CORPORATION,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

CITY OF WILLCOX, ARIZONA, *et al.*,
Petitioners,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

On Petitions for Writs of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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BRIEF IN OPPOSITION OF EXXON CORPORATION AND CONOCO INC.

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QUESTION PRESENTED

After making specific findings that natural gas pipelines had used their market power to engage in discriminatory practices and had thereby denied consumers the lowest reasonable gas rates, did the Federal Energy Regulatory Commission reasonably interpret the Natural Gas Act and the Natural Gas Policy Act as empowering it to require nondiscriminatory pipeline access as a condition to the authorization of certain transportation services?

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Nos. 87-976, 87-977, 87-979

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA,
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TEXAS EASTERN TRANSMISSION CORPORATION,
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CITY OF WILLCOX, ARIZONA, *et al.*,
Petitioners,

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FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

On Petitions for Writs of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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BRIEF IN OPPOSITION OF EXXON CORPORATION AND CONOCO INC.

Intervenors Exxon Corporation ("Exxon") and Conoco Inc. ("Conoco") respectfully request that the Court deny the petitions for writs of certiorari of the Interstate Natural Gas Association of America, Texas Eastern Transmission Corporation, and the City of Willcox, Arizona,

et al. Each of these petitions seeks review of questions concerning the statutory authority of the Federal Energy Regulatory Commission ("FERC" or the "Commission") to require pipelines providing transportation services on a self-implementing basis to do so without discriminating among potential shippers. The questions arise from a decision by the United States Court of Appeals for the District of Columbia Circuit affirming FERC's orders governing such transportation. *See Associated Gas Distribs. v. FERC*, 824 F.2d 981 (D.C. Cir. 1987).[1] Exxon and Conoco have joined in a separate petition for a writ of certiorari concerning the court of appeals' ruling that FERC is authorized to abrogate private natural gas contracts. On this question, the court disagreed with FERC as to the scope of the Commission's statutory authority. *See* Petition for Certiorari, *Shell Offshore Inc. v. Associated Gas Distribs.*, No. 87-978 (filed Dec. 14, 1987).[2] For reasons stated in the petition, Exxon and Conoco submit that this question deserves immediate review by this Court. The reasons for such review would become even more compelling were the Court to grant one or more of the petitions that are the subject of this opposition.

STATEMENT OF THE CASE

The Federal Energy Regulatory Commission is charged with implementing the Natural Gas Act ("NGA"), 15 U.S.C. §§ 717-717z (1982), and the Natural Gas Policy

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[1] Exxon and Conoco also oppose the petition filed in this proceeding by Southern California Gas Company concerning the Commission's Optional Expedited Certificate Procedure (No. 87-1091) and refer the Court in this regard to the discussion in the brief of certain other respondents. *See* Respondents' Brief in Opposition, pp. 14-17 (filed Feb. 19, 1988).

[2] This petition was filed jointly by 21 natural gas producers. The list of these petitioners' subsidiaries and affiliates required by Rule 28.1 of the Rules of the Supreme Court is set forth in Appendix A of their petition. Exxon's and Conoco's Rule 28.1 statements are included there and remain accurate.

Act of 1978 ("NGPA"), 15 U.S.C. §§ 3301-3432, 42 U.S.C. 7255 (1982). Read together, these statutes are principally intended "to assure adequate supplies of natural gas at fair prices." *Transcontinental Gas Pipe Line Corp. v. State Oil & Gas Bd.*, 474 U.S. 409, 420 (1986). In the order attacked by Petitioners, the Commission undertook to pursue this objective against a complex background of economic and statutory developments.

In enacting the NGA, Congress sought to protect consumers from the monopoly power of interstate natural gas pipelines through comprehensive, "utility type" regulation over market entry, exit and terms of service. Under the NGA, as construed by this Court in *Phillips Petroleum Co. v. Wisconsin*, 347 U.S. 672 (1954), the Commission regulated the sale and transportation of natural gas in interstate commerce, controlling the prices charged by producers to pipelines and by pipelines to their downstream customers. By the early 1970s it had become apparent that the regulatory scheme established under the NGA had broken down. *See Public Service Comm'n v. Mid-Louisiana Gas Co.*, 463 U.S. 319, 330 (1983). In particular, "artificial" NGA controls on wellhead pricing, combined with the emergence of a network of unregulated intrastate pipelines, had led to severe natural gas shortages in various parts of the nation. *See Transcontinental Gas*, 474 U.S. at 420. A natural gas regulatory scheme was needed that would protect customers not only from unfair prices, but also from inadequate or unreliable supplies. *Id.* at 420-21.

In 1978, Congress responded to the gas shortage crisis and the obvious dysfunction of the NGA regime by enacting the Natural Gas Policy Act. The NGPA "dramatically" altered the regulation of natural gas and was intended to be " 'a comprehensive statute to govern future natural gas regulation.' " *Mid-Louisiana*, 463 U.S. at 322, 332 (quoting Note, *Legislative History of the Natural Gas Policy Act: Title I*, 59 Tex. L. Rev. 101, 116

(1980)). This statute reflects Congress' determination that the natural gas industry and its consumers would benefit from the phased removal of wellhead price controls. The development of a workably competitive market was seen as the best means to provide incentives for the discovery of new sources of natural gas, thereby assuring reliable long term supplies.

In enacting the NGPA, Congress made two principal regulatory decisions. The first was to continue the comprehensive regulation of interstate transportation of natural gas, reflecting a congressional judgment that interstate pipelines continue to exercise market power and thus require regulation in the public interest. Second, Congress decided to allow a competitive commodity market for natural gas to develop at the wellhead, thereby "revising [the] comprehensive federal regulatory scheme to give market forces a more significant role in determining the supply, the demand, and the price of natural gas." *Transcontinental Gas*, 474 U.S. at 422.

In light of fundamental changes that thereafter occurred in the natural gas industry, in significant part because of the passage of the NGPA, FERC commenced an intensive investigation of the industry in late 1984. *See* Notice of Proposed Rulemaking, 50 Fed. Reg. 24130 (1985). The result was FERC Order No. 436, 50 Fed. Reg. 42408 (1985), by which the Commission sought to adjust its regulatory scheme to the new realities of the natural gas industry and to fulfill its responsibility "to coordinate the purposes of [the NGA] with the policies established by the NGPA." *See* Order No. 98, 45 Fed. Reg. 53091, 53093 (1980). By this order FERC endeavored to implement the production incentive goals of the NGPA in a fashion consistent with the remaining regulatory goal of the NGA—protection of consumers against the monopoly power of pipelines. The "cornerstone" of Order No. 436 is the requirement that a natural gas pipeline providing transportation under the Commission's

NGA section 7 blanket certification procedures or pursuant to NGPA section 311 do so on a nondiscriminatory basis.[3] Order No. 436, 50 Fed. Reg. at 42424 (30a).[4]

The nondiscriminatory access requirement arose out of FERC's recognition that its transportation regulations must be responsive to the needs of a competitive market at the wellhead, as mandated by the NGPA. The Commission concluded that it must reconcile the two Acts and, in particular, that in exercising its remaining NGA jurisdiction, it must not "thwart the competitive commodity market for gas contemplated by the NGPA." *Id.* at 42420 (15a). In an effort to facilitate development of that competitive market, FERC adopted the nondiscriminatory access condition as a means of affording gas consumers the ability to obtain supplies directly from nearly every producing area in the nation and, con-

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[3] The blanket certification procedures under NGA § 7, 15 U.S.C. § 717f (1982), and the transportation provisions under NGPA § 311, 15 U.S.C. § 3371(a) (1982), constitute FERC's so-called "self-implementing regulations." These provisions allow natural gas transportation without the specific Commission approval and individual certificates of public convenience and necessity generally required by the NGA.

The nondiscriminatory access condition promulgated in Order No. 436 provides:

> [An interstate pipeline or intrastate pipeline] that offers . . . service . . . [under the self-implementing transportation regulations] must provide such service without undue discrimination, or preference, including undue discrimination or preference in the quality of service provided, the duration of service, the categories, prices, or volumes of natural gas to be transported, customer classification, or undue discrimination or preference of any kind.

18 C.F.R. §§ 284.8(b), 284.9(b) (1987); 50 Fed. Reg. at 42493-94.

[4] Parenthetical references following citations to Order No. 436 in this brief are to page numbers in the Appendix submitted herewith, which contains more extensive excerpts from Order No. 436 than appear in the Joint Appendix filed by petitioners ("J.A.").

versely, affording producers direct access to buyers nationwide.

FERC made the following findings as the basis for Order No. 436:

- The natural gas industry that has developed since adoption of the NGPA is characterized by a generally competitive wellhead market for gas as a "separate and distinct economic *commodity*." Order No. 436, 50 Fed. Reg. at 42412-14 (4a-9a) (emphasis in original). Under the NGPA regime, natural gas supplies have increased, and producers, brokers, interstate and intrastate pipelines compete for sales of natural gas. *Id.* at 42419 (14a).
- Although an integrated national transportation network exists, natural gas pipelines retain monopoly power in many areas of the country. *Id.* at 42412, 42413, 42418 (5a, 7a, 13a-14a). Pipelines have exercised this monopoly power over natural gas transportation by generally refusing to provide transportation services to other shippers, particularly those without alternative fuel capability who wish to ship gas in competition with pipeline sales. *Id.* at 42421 (17a).
- This practice has been responsible in significant part for maintaining the delivered price of natural gas at artificially high levels and has prevented the benefits of a competitive wellhead market from reaching consumers. *See id.* at 42421, 42427 (19a, 43a); Order No. 436A, 50 Fed. Reg. 52217, 52229 (1985). Despite a significant surplus supply of natural gas, consumers have been denied means of transporting gas from sellers offering competitive prices. Order No. 436, 50 Fed. Reg. at 42427 (43a). *See also* Notice of Inquiry, 50 Fed. Reg. 3801, 3802 (1985). In sum, "[p]ipeline discrimination in transportation has denied consumers access to gas at the lowest reasonable rates." *Associated Gas*, 824 F.2d at 996 (J.A.

23a). *See also* Order No. 436, 50 Fed. Reg. at 42427 (43a).

- The pipelines' discriminatory practices and the resulting market distortion caused "unnecessarily high energy costs to consumers and a very large loss to the American economy in jobs, production, and net economic efficiency." *Id.* at 42421 (19a). FERC cited Department of Energy estimates that the lack of a nondiscriminatory transportation policy had an adverse economic impact of 9.7 billion dollars annually. *Id.* at 42421 n.100 (19a).

REASONS WHY THE WRITS SHOULD BE DENIED

A. FERC's Nondiscriminatory Access Policy Represents A Reasonable Interpretation Of The NGA And NGPA, And Furthers The Goals Of Both Statutes.

Since Petitioners do not challenge the factual validity or accuracy of the Commission's findings outlined above, *see Associated Gas*, 824 F.2d at 1000 (J.A. 30a), the sole issue before this Court is the reasonableness of FERC's interpretation of the statutory authority that forms the basis for its imposition of the nondiscriminatory access condition. This case thus is governed by the standards set forth by this Court in *Chevron U.S.A. Inc. v. Natural Resources Defense Council, Inc.*, 467 U.S. 837 (1984).[5]

This is precisely the type of case contemplated by *Chevron* and related precedents.[6] The statutes FERC is called upon to implement, particularly the NGPA, are

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[5] The court of appeals correctly relied upon *Chevron* in concluding that FERC's judgment that it had the statutory authority to impose the nondiscriminatory access condition was reasonable and therefore controlling. *Associated Gas*, 824 F.2d at 1001, 1003 (J.A. 33a-34a, 37a).

[6] *See, e.g., Falcon Petroleum v. FERC*, 642 F.2d 780, 783 (5th Cir. 1981) (great weight should be afforded to FERC's construction of the NGPA).

technical and complex. The NGPA was the result of one of the most complicated and difficult legislative battles in recent times.[7] In applying the statutes in this instance, FERC reached conclusions that are the result of an exhaustive investigation of the various components of the natural gas industry.[8] The Commission weighed these many competing interests in light of its duty "to live within the letter and spirit of both the NGA and NGPA as Congress has directed [and to] reconcile the two in changing circumstances." Order No. 436, 50 Fed. Reg. at 42420 (15a). These factors mirror those that compelled deference to the agency's decision in *Chevron*.[9]

Petitioner's contention that the nondiscriminatory access condition converts natural gas pipelines into common

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[7] "After nineteen months of bitter controversy, a complicated compromise was enacted as the [NGPA. It] creates an extraordinarily complicated regulatory scheme under which gas producer deregulation will occur in stages over several decades." Pierce, *Natural Gas Regulation, Deregulation, and Contracts*, 68 Va. L. Rev. 63, 86 (1982) (footnote omitted).

[8] FERC reviewed comments by hundreds of parties representing all aspects of the industry—producers, pipelines, distribution companies, industrial and residential customers, state and federal agencies. The Commission heard from over one hundred parties at public hearings. *See* Order No. 436A, 50 Fed. Reg. at 52219. In the court below, 85 briefs totaling about 2,000 pages were presented. *Associated Gas*, 824 F.2d at 994 (J.A. 18a).

[9] "In these cases the Administrator's interpretation represents a reasonable accommodation of manifestly competing interests and is entitled to deference: the regulatory scheme is technical and complex, the agency considered the matter in a detailed and reasoned fashion, and the decision involves reconciling conflicting policies." *Chevron*, 467 U.S. at 865 (footnotes omitted). *See Aluminum Co. of America v. Central Lincoln Peoples' Util. Dist.*, 467 U.S. 380, 390 (1984) (the "principles of deference have particular force" where "[t]he subject under regulation is technical and complex"); *In re Permanent Surface Mining Regulation Litig.*, 653 F.2d 514, 522 (D.C. Cir.), *cert. denied*, 454 U.S. 822 (1981) (deference is especially appropriate when "a complex regulatory statute emerges from a process of difficult legislative gestation").

carriers constitutes a classic "red herring." Contrary to Petitioners' assertions, the court of appeals at no point declared that FERC may regulate natural gas pipelines as "common carriers." Rather, the court carefully examined the nondiscriminatory access condition and determined it to be a reasonable exercise of the Commission's conditioning authority and within its power to prescribe remedies for practices found to be unduly discriminatory. *Associated Gas*, 824 F.2d at 1001 (J.A. 33a-34a). Rhetoric aside, Petitioners' position is no more than an attack on FERC's authority to correct discriminatory practices by pipelines.

The term "common carrier" is not a talisman that can be meaningfully transplanted from the context in which it appears. Rather, this Court consistently has demanded a rigorous examination of a carriage or access provision in light of the purposes and goals of the statute under which the agency has acted. *FCC v. Midwest Video Corp.*, 440 U.S. 689, 708 (1979); *United States v. Southwestern Cable Co.*, 392 U.S. 157, 178 (1968). Petitioners' reliance on *Midwest Video* is misplaced because it wholly disregards the statutory context. Indeed, petitioner Texas Eastern's key quotation from the case pointedly deletes the Court's observation that it was discussing "common-carrier service *in the communications context.*" *Midwest Video*, 440 U.S. at 701 (emphasis added). *See* Petition for Certiorari, *Texas Eastern Transmission Corp. v. FERC*, No. 87-977 (filed Dec. 14, 1987) ("Texas Eastern Petition") at 5-6. The Court's decision in *Midwest Video* was not based on a wooden application of an all-purpose definition of common carriage, but rather on Congress' clearly expressed objective to preserve the journalistic independence and editorial discretion of persons engaged in broadcasting. *See* 440 U.S. at 708. Significantly, as the Court noted in *Midwest Video*, the decision in *Southwestern Cable* affirmed a cable access provision that was deemed necessary to fulfill the agency's statutory objectives and to remedy "a specific perceived evil." *See Midwest Video*, 440 U.S. at 706-07 n.16.

Further, the nondiscriminatory access condition does "not amount to a duty to hold out facilities indifferently for public use." *Id.* Such an affirmative duty is the essence of common carriage in any context. However, the nondiscriminatory access condition is just that—a condition on the certification or authorization of certain transportation services.[10] A pipeline may decide that it does not wish to become a transporter of gas for others but instead pursue the traditional role of gas merchant. A pipeline choosing that course will be regulated in the traditional manner under the NGA. Even if a pipeline wishes to be a transporter, it may choose a traditional NGA section 7 individual certification procedure for each transaction. It is only when the pipeline chooses to operate under the self-implementing regulations of section 7 of the NGA and section 311 of the NGPA, programs created by FERC (not mandated by statute) to aid pipeline transactions, that it becomes subject to the access condition.[11]

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[10] Petitioners' contention that the court of appeals rejected this aspect of FERC's analysis of its statutory authority to adopt the access condition is incorrect. *See, e.g.*, Texas Eastern Petition, at 4-5. The court below expressly characterized the controlling principle here as involving the agency's authority "to subject approval of a set of voluntary transactions to a condition that providers open up the class of permissible users." *Associated Gas*, 824 F.2d at 999 (J.A. 30a). *See also id.* at 1002 (J.A. 35a) (referring to duty to provide nondiscriminatory services as a "conditional one"). The court's comments on FERC's allusion to the "voluntary" character of the access condition appear in the discussion of take-or-pay liabilities. *Id.* at 1024 (J.A. 81a-82a). These comments are in no sense a criticism of the Commission's statutory rationale for imposing the condition, but rather are an aspect of the court's conclusion that FERC had not adequately assessed the likely impact of Order No. 436 on such liabilities.

[11] FERC's judgment in attaching the condition to self-implementing transportation services and not to individual certification is well considered and reasonable. The Commission reasoned that "individual section 7 transportation arrangements can be scrutinized in advance by the Commission on a case-by-case

The Commission also made clear that a pipeline's decision to become a transporter under the self-implementing regulations is not irrevocable. A pipeline is not foreclosed from making a business decision to discontinue self-implementing transportation service, avoid the nondiscriminatory access condition on all subsequent individual transportation transactions, and thus resume its status as a gas merchant. Order No. 436, 50 Fed. Reg. at 42434 (57a). Such flexibility and choice are wholly inconsistent with Petitioners' claim that FERC has imposed common carrier status on natural gas pipelines.

The nondiscriminatory access condition significantly advances the goals of the NGA and the NGPA. FERC is charged with the simultaneous administration of two very different regulatory schemes—(1) the NGA's utility-type market entry, exit and price regulation over the interstate transportation of gas by pipelines, and (2) the NGPA's mandate of a competitive, largely deregulated market for the production and first sale of natural gas.[12] Through the nondiscriminatory access provisions of Order No. 436, FERC has sought to reconcile both schemes, and it has done so reasonably and effectively. Pipeline monopoly power and discriminatory practices were preventing the benefits of a competitive wellhead market from reaching consumers as was intended by Congress. *See* Order No. 436, 50 Fed. Reg. at 42421, 42427 (19a, 43a); Order No. 436A, 50 Fed. Reg. at 52229. Petitioners contend that, even in the face of these uncontested findings, the Commission is powerless to im-

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basis when they are are applied for; whereas, self-implementing transportation authority permits such arrangements to proceed on a 'blanket' or generic basis." Order No. 436, 50 Fed. Reg. at 42435 (61a).

[12] FERC "must administer a pair of statutes that sometimes seem at cross-purposes; it must seek out the elusive optimal mix of competition and regulation." *Maryland People's Counsel v. FERC*, 761 F.2d 780, 789 (D.C. Cir. 1985).

pose any remedy that involves a carriage requirement—even a conditional one. *Associated Gas*, 824 F.2d at 1002 (J.A. 35a). In fact the nondiscriminatory access policy merely requires pipelines to meet the verbatim requirements of NGA sections 4 and 5. The policy is also consistent with the NGPA's goal of a competitive market for natural gas in that it prohibits anticompetitive practices which had the effect of distorting the market for natural gas.

FERC's nondiscriminatory access policy is based firmly in the specific provisions of the NGA and the NGPA. *See* Order No. 436, 50 Fed. Reg. at 42426-29 (38a-50a). Petitioners utterly fail to address these specific grants of authority. The NGA "fairly bristles with concern for undue discrimination." *Associated Gas*, 824 F.2d at 998 (J.A. 26a). Section 4(b) sets forth the Act's general prohibition of "any undue preference or advantage" in the transportation or sale of natural gas.[13] Section 5 expressly obligates FERC to take corrective action upon finding a natural gas practice to be "unduly discriminatory or preferential."[14] As the Commission noted, sec-

[13] NGA § 4(b), 15 U.S.C. § 717c(b) (1982), provides:

> No natural gas company shall, with respect to any transportation or sale of natural gas subject to the jurisdiction of the Commission, (1) make or grant any undue preference or advantage to any person or subject any person to any undue prejudice or disadvantage, or (2) maintain any unreasonable difference in rates, charges, service, facilities, or in any other respect, either as between localities or as between classes of service.

[14] NGA § 5(a), 15 U.S.C. § 717d(a) (1982), provides:

> Whenever the Commmission, after a hearing had upon its own motion or upon complaint of any State, municipality, State commission or gas distributing company, shall find that any rate, charge, or classification demanded, observed, charged, or collected by any natural-gas company in connection with any transportation or sale of natural gas, subject to the jurisdiction of the Commission, or that *any* rule, regulation, practice, or

tion 5(a) "is mandatory, not discretionary." Order No. 436, 50 Fed. Reg. at 42422 (21a). It is precisely this obligation that FERC here fulfilled. In addition, FERC relied on its significant authority under sections 7 and 16 of the NGA. Notice of Proopsed Rulemaking, 50 Fed. Reg. at 24134. Section 7(e) provides that FERC may attach "such reasonable terms and conditions as the public convenience and necessity may require" to the certificates authorizing transportation services required under NGA section 7. 15 U.S.C. § 717f(e) (1982). NGA section 16 broadly authorizes FERC to "perform any and all acts, and to prescribe . . . such orders, rules, and regulations as it may find necessary or appropriate to carry out the [NGA's] provisions." 15 U.S.C. § 717o (1982).

Being unable to cite any language in the NGA that would bar FERC from adopting the nondiscriminatory access condition, Petitioners are forced to retreat to an argument based wholly on alleged congressional inaction. But as the court of appeals noted, the legislative history provides "weak—almost invisible—support" for their position. *Associated Gas*, 824 F.2d at 997 (J.A. 26a).[15] Petitioners' argument "turns statutory construction up-

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contract affecting such rate, charge, or classification is unjust, unreasonable, unduly discriminatory or preferential, the Commission *shall* determine the just and reasonable rate, charge, classification, rule, regulation, practice, or contract to be thereafter observed and in force, and *shall* fix the same by order . . . . (emphasis added).

[15] Petitioners' attempt to derive congressional intent from complete statutory silence conflicts with the "cardinal principle of the judicial function of statutory interpretation . . . that courts have no authority to enforce principles gleaned solely from legislative history that has no statutory reference point." *International Bhd. of Elec. Workers, Local Union 474 v. NLRB*, 814 F.2d 697, 712 (D.C. Cir. 1987) (citing *United States v. American College of Physicians*, 475 U.S. 834 (1986)). *See also Board of Governors v. Dimension Financial Corp.*, 474 U.S. 361, 373-74 (1986).

side down" since it is based on the premise that notwithstanding an affirmative grant of specific power, the omission of a grant of general power should be deemed overriding in all circumstances. *Id.* at 998 (J.A. 27a).

The nondiscriminatory access condition is equally well grounded in the NGPA. *See id.* at 1001-03 (J.A. 34a-39a). The access requirement is also a condition to the self-implementing regulations authorizing transportation under NGPA section 311(a), which empowers FERC to authorize transportation by interstate pipelines on behalf of intrastate pipelines and by intrastate pipelines on behalf of interstate pipelines. 15 U.S.C. § 3371(a) (1982). FERC is further authorized to prescribe the "terms and conditions" of transportation authorized by the Commission under section 311. 15 U.S.C. § 3371(c) (1982). The Commission has authorized such transportation, as a general matter, and has attached a number of terms and conditions. *See* 18 C.F.R. §§ 284.101-.126 (1987). Order No. 436 adds the condition that a pipeline choosing to offer such transportation must do so on a nondiscriminatory basis.

Petitioners contend that section 602(b) of the NGPA, 15 U.S.C. § 3432(b) (1982), bars the nondiscriminatory access condition. Section 602(b) provides that a section 311 transporter shall not be subject to regulation "as a common carrier." Although the NGPA does not define "common carrier," and the legislative history on 602(b) is "scant," "[w]hatever else the prohibition regarding 'common carriage' status may do, it does not sweep so broadly as to license unduly discriminatory rates or practices." Order No. 436, 50 Fed. Reg. at 42429 (50a). It would be counter to the purposes of the NGA and NGPA to read section 602(b) to preclude Commission action to ban discriminatory practices based on specific findings that such practices were seriously distorting the market and preventing consumers from receiving the lowest reasonable rates for natural gas. On the other

hand, the nondiscriminatory access condition is consistent with the NGPA's general goals and with sections 311 and 602 specifically.

The available legislative history, H.R. Rep. No. 543, 95th Cong., 1st Sess. 45 (1977), indicates a congressional intent to encourage pipelines, particularly intrastate pipelines, to engage in section 311 transportation by protecting such pipelines from laws, state and federal, under which they might be deemed common carriers based solely on their participation in section 311 authorized transportation. There was no suggestion that section 602 was intended to limit the Commission's power to prevent discriminatory practices.

The court of appeals concluded not only that FERC's interpretation of the scope of section 602 was reasonable, but also that the pipelines' contentions as to the meaning of the provision were doubtful. In these circumstances, the court was bound under *Chevron* to uphold the Commission. *Associated Gas*, 824 F.2d at 1003 (J.A. 37a).

B. Petitioners Rely On A False Conflict.

Petitioners posit a supposed conflict between the decision of the D.C. Circuit below and *Otter Tail Power Co. v. United States*, 410 U.S. 366 (1973), and decisions of certain courts of appeals reviewing actions of the Federal Power Commission ("FPC"). Upon analysis, it is apparent that no conflict exists. *See Associated Gas*, 824 F.2d at 998-1000 (J.A. 27a-32a).

Otter Tail did not involve judicial review of an FPC decision, much less an FPC decision containing specific findings of discriminatory practices and related remedial provisions. Rather, the case concerned the question, presented abstractly in an antitrust action, whether the FPC was empowered to compel the wheeling of electric power under the Federal Power Act. The FPC subsequently stated that if the practices of power companies are found

to be discriminatory and unduly preferential, *Otter Tail* would not prevent the FPC from ordering that the discrimination be eliminated. *Boston Edison Co.*, 56 FPC 3414, 3426 (1976) (notwithstanding *Otter Tail*, "if Edison were to discriminate in its offerings of wheeling service . . . , the Commission has the authority . . . to order the elimination of such discrimination"), *remanded on other grounds sub nom. Town of Norwood v. FERC*, 587 F.2d 1306 (D.C. Cir. 1978); *New England Power Pool Agreement*, 56 FPC 1562, 1585 (1976), *aff'd sub nom. Municipalities of Groton v. FERC*, 587 F.2d 1296 (D.C. Cir. 1978). Similarly, in the Federal Power Act cases from the courts of appeals cited by Petitioners, the FPC had not made findings of discriminatory conduct. *See Florida Power & Light Co. v. FERC*, 660 F.2d 668, 677-78 (5th Cir. 1981); *Richmond Power & Light v. FERC*, 574 F.2d 610, 623 (D.C. Cir. 1978).

Even if the Federal Power Act cases were squarely in point on their facts, it would be error to rely on these authorities in the present case because of the differentiating effect of the NGPA. It is true that courts have long tended to equate the NGA and the Federal Power Act and have cited authorities arising under one statute in construing comparable provisions in the other. *See, e.g., FPC v. Sierra Pacific Power Co.*, 350 U.S. 348, 349-51 (1956). However, since adoption of the NGPA, it is no longer appropriate to do so indiscriminately.

The NGPA represented a dramatic revision of the natural gas regulatory regime. *See Transcontinental Gas*, 474 U.S. at 420-22; *Mid-Louisiana*, 463 U.S. at 322. FERC must now reconcile the two Acts and adapt its enforcement of NGA provisions to harmonize with the goals Congress sought to achieve in enacting the NGPA. *See Maryland People's Counsel v. FERC*, 761 F.2d 780, 789 (D.C. Cir. 1985); Order No. 23, 44 Fed. Reg. 16895-96 (1979) (NGPA "mandates a new legislative frame-

work for the regulation of the natural gas industry. . . . As such, the [NGPA] . . . limits, replaces or supersedes the application of the [NGA], and this Commission's authority and responsibility thereunder" (footnotes omitted)). FERC's powers to address and seek to eliminate discriminatory practices under the NGA must obviously be exercised in light of the objectives of the entire regulatory scheme, including the congressional purpose evidenced in the NGPA to assure consumers access to competitively priced natural gas. *See NLRB v. Allis-Chalmers Mfg. Co.*, 388 U.S. 175, 194 (1967) (courts should take into account later statutes in construing general provisions of earlier statutes in an evolving regulatory scheme).

To the extent that the NGPA has materially altered the foundations of FERC's authority, cases arising under the Federal Power Act must be applied with great care in the natural gas context. There may be cases in which the NGPA will have no impact on the application of NGA provisions. However, where Congress' goals reflected in the NGPA have a clear bearing on the exercise of FERC's NGA powers, as they do in this case, electricity authorities are simply inapt.[16]

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Although properly deferential to FERC's conclusion that it had statutory authority to impose a nondiscriminatory access remedy (*see* pp. 7-15 *supra*), the D.C. Circuit arbitrarily rejected FERC's conclusion that it was not empowered to abrogate so-called "take-or-pay" provisions

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[16] In *Maryland People's Counsel v. FERC*, 761 F.2d 780 (D.C. Cir. 1985), the D.C. Circuit emphasized the objectives of the NGPA as the basis for directing FERC to consider on remand whether it should not require nondiscriminatory pipeline access as a means of assuring that the benefits of competition at the wellhead will be enjoyed by local distribution companies and natural gas customers. The opinion in that case explicitly foreshadowed the court of appeals' decision in the present proceeding. *Id.* at 789 n.19. *See Associated Gas*, 824 F.2d at 1000 (J.A. 31a-32a).

in producer-pipeline gas contracts. This ruling flies in the face of Congress' clear decision to deregulate most gas sales at the wellhead, and the lower court's declarations on this issue will lead to immediate and significant disruption of long-standing contracts, transportation arrangements and consumer supplies, as well as years of needless litigation and uncertainty. Exxon and Conoco have therefore separately petitioned this Court for a writ of certiorari on this issue (*see* p. 2 & n.2 *supra*), and they respectfully submit that irrespective of any other issues raised by the *Associated Gas* opinion, the D.C. Circuit's manifest error on the contract-abrogation question warrants immediate correction.

Prompt review of that issue would become even more essential should this Court decide to review the nondiscriminatory access issue. Both FERC and the D.C. Circuit held that the nondiscriminatory access condition could not be considered separately from the contract abrogation issue. In Order No. 436, FERC concluded that before adopting the nondiscriminatory access policy as a remedy for the pipelines' NGA section 5 violations, it was necessary to consider other "inextricably related" issues, including the question whether as part of that policy, take-or-pay contracts should be abrogated. Order No. 436, 50 Fed. Reg. at 42422 (23a). The court of appeals similarly found that "[t]he parts of Order No. 436 are interdependent." *Associated Gas*, 824 F.2d at 1044 (J.A. 124a). Exxon and Conoco respectfully submit that this Court likewise should not consider whether FERC is statutorily empowered to impose a nondiscriminatory access remedy on pipelines without also determining whether FERC is authorized to spread the burden of that remedy to innocent bystanders (*i.e.*, producers) by absolving pipelines of their obligation to fulfill critical terms in privately-negotiated gas purchase contracts.

Take-or-pay provisions typically give pipelines long-term exclusive rights to the production of specified wells

or acreage. In return, the pipelines are required "either to purchase a specified percentage of the producer's deliverable gas [for those wells or acreage] or to make 'prepayments' for that percentage anyway" with the option of taking the gas later at no further cost. *Id.* at 1021 (J.A. 75a). Take-or-pay provisions have long been common in the industry and were found to be particularly useful during the 1977-1982 gas shortages when pipelines sought to ensure reliable supplies by signing long-term contracts at the maximum prices allowed by law. When the shortages abated and gas prices fell dramatically, some pipelines managed to avoid the burdens of the higher-priced take-or-pay provisions by adjusting purchasing practices or by renegotiating their contracts. Other pipelines, however, argued that even though Order No. 436 was intended to correct their discriminatory practices (*see* pp. 4-7 *supra*), FERC should include in its order provisions relieving pipelines from the costly take-or-pay provisions they had voluntarily included in their gas purchase contracts.

FERC concluded that it lacked statutory authority to take such action, *see* Order No. 436, 50 Fed. Reg. at 42423-24, 42433 (27a-28a, 55a-57a), and it therefore unequivocally declined "by essentially a stroke of the pen, to void thousands of gas purchase agreements nationwide and to declare worthless some $7 billion worth of contract damage claims." [17] *Id.* at 42423 (27a). On review, however, the D.C. Circuit declared that the relevant statutes pose "no barrier" to contract abrogation. *Associated Gas*, 824 F.2d at 1030 (J.A. 94a). In so ruling the court failed to acknowledge "that considerable weight should be accorded to [FERC's] construction of [the] statutory scheme," and impermissibly "substitute[d] its own [stat-

[17] FERC also cited policy grounds, concluding that "conditioning [producer] access [to pipelines upon the waiver of contract rights] would run completely counter to the whole idea of opening up the transmission grid on a non-discriminatory basis." Order No. 436, 50 Fed. Reg. at 42434 (57a).

utory] construction . . . for [the] reasonable interpretation made by" FERC. *Chevron*, 467 U.S. at 844.[18]

While FERC's view should have been upheld as "one that Congress would have sanctioned," the same cannot be said of the D.C. Circuit's analysis. *Chevron*, 467 U.S. at 845 (citations omitted). A primary purpose of the NGPA was "to supplant [FERC's] authority to establish rates for the [wellhead] market." *Mid-Louisiana*, 463 U.S. at 331. But the D.C. Circuit's alternative statutory construction transgresses this explicit congressional intent. Indeed, what the D.C. Circuit has countenanced is direct FERC intervention on a rate issue—*i.e.* a perceived "discrepancy between the average cost of gas that pipelines have under [long-term take-or-pay] contract[s] and the much lower price of gas now available at the wellhead." *Associated Gas*, 824 F.2d at 1021 (J.A. 76a).

The D.C. Circuit found contract-abrogation authority in NGA section 5, 15 U.S.C. § 717d (1982). *See Associated Gas*, 824 F.2d at 1027-28 (J.A. 89a-91a). By its own terms, however, section 5 comes into play only upon a determination that a contract provision is "unjust [or] unreasonable." 15 U.S.C. § 717d(a) (1982). In the NGPA, Congress stated directly that such determinations may *not* be based on price terms,[19] and since pricing was the sole ground for the D.C. Circuit's funding of section 5 contract-abrogation authority,[20] the analysis

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[18] In an explicit effort to be "responsive to the [D.C. Circuit's] concerns . . . regarding pipeline take-or-pay problems," FERC has adopted interim regulations now in effect which exercise a purported contract-abrogation authority by requiring producers to offer pipelines credits against any take-or-pay liability. *See* Order No. 500, 52 Fed. Reg. 30334 (1987).

[19] *See* NGPA § 601(b)(1)(A), 15 U.S.C. § 3431(b)(1)(A) (1982) (except in circumstances not relevant here, pricing provisions in producer-pipeline contracts "shall be deemed to be just and reasonable" for purposes of NGA § 5).

[20] The court of appeals explicitly conceded that even the most onerous take-or-pay provisions were not *per se* unreasonable. *See Associated Gas*, 824 F.2d at 1021 (J.A. 75a).

is patently defective. The court of appeals identified no other statutory underpinning for its view,[21] and it therefore should not have disturbed FERC's well-reasoned conclusion that the relevant statutes did not provide contract-abrogation authority.

CONCLUSION

For all of the foregoing reasons, the petitions for certiorari in Case Nos. 87-976, 87-977 and 87-979 should be denied.

Respectfully submitted,

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DATED: March 16, 1988

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[21] The court of appeals also indicated that FERC could "condition producer access" to pipelines by requiring producers to "cooperat[e] in solving" the purported take-or-pay pricing problems. *Id.* at 1028 (J.A. 91a). But the court cited no statutory authorization for such conditioning. Pricing may not be the basis for FERC's utilization of NGA § 7 conditioning authority. *See* NGPA § 601(c)(1), 15 U.S.C. § 3431(c)(1) (1982) (FERC "may not deny, or condition the grant of, any certificate" on the basis of price terms deemed "just and reasonable" under NGPA § 601). And even if such authority did exist under the NGA, it may not be applied to non-jurisdictional gas contracts. *See Pennzoil Co. v. FERC*, 645 F.2d 360, 380-82 (5th Cir. 1981), *cert. denied*, 454 U.S. 1142 (1982). The NGPA does not grant FERC authority to modify contract terms. *See id.* at 374-75.

(8) (7) (7)

Nos. 87-976, 87-977, 87-979

Supreme Court, U.S.
FILED
MAR 16 1988
JOSEPH F. SPANIOL, JR.
CLERK

IN THE

Supreme Court of the United States

OCTOBER TERM, 1987

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

TEXAS EASTERN TRANSMISSION CORPORATION,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

CITY OF WILLCOX, ARIZONA, *et al.*,
Petitioners,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

On Petitions for Writs of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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APPENDIX TO BRIEF IN OPPOSITION OF EXXON CORPORATION AND CONOCO INC.

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APPENDIX

Excerpts from FERC Order No. 436, 50 Fed. Reg. 42408 (1985) (footnotes omitted except as indicated)

[corrected to reflect FERC's Order of October 24, 1985, 50 Fed. Reg. 45907]

[50 Fed. Reg. 42409]

Final rule

Issued October 9, 1985.

I. Introduction

A. The Proposed Rule

On May 30, 1985, the Federal Energy Regulatory Commission (Commission) proposed changes to its regulation of natural gas pipelines after partial wellhead decontrol of gas on January 1, 1985. The May 30 Notice of Proposed Rulemaking (NOPR) was the outcome of a five-month notice of inquiry begun in this docket on December 24, 1984. The Commission is issuing its final rule in order to comply with the Natural Gas Act (NGA), the Natural Gas Policy Act of 1978 (NGPA), and the mandate of the court in *Maryland People's Counsel* v. *FERC*, Nos. 84-1019, 84-1029 and 84-1090 (D.C. Cir. 1985).

The NOPR proposed significant changes to our regulation of natural gas pipeline companies in light of the many changes in the natural gas industry over the years. These changes have included the NGPA which immediately removed market entry and exit restrictions over "first sales" of all new supplies of natural gas (NGPA section 601(a)(1)) and which removed wellhead price controls on the majority of gas supplies on January 1, 1985, pursuant to the Congressionally-mandated schedule (NGPA section 121).

* * * *

[50 Fed. Reg. 42411]

C. Statement of Commission Purposes

As will be detailed in this Preamble, the natural gas industry has changed significantly since Congress adopted the NGA in 1938 and indeed since adoption in 1978 of the NGPA.

Among the statutory responsibilities granted by Congress to the Commission is section 4(a) of the NGA which requires that all natural gas rates and practices subject to the jurisdiction of the Commission shall be just and reasonable, and any such rate or charge that is not just and reasonable is declared to be unlawful. Section 5(a) of the NGA gives the Commission the power, after hearing, to determine the just and reasonable rate or practice and to fix the rate by order.

Section 7(e) of the NGA authorizes the Commission to condition certificates for services and facilities in such manner as the public convenience and necessity may require. Section 7(e) grants the Commission broad power because such certificate and conditioning authority is the means by which the Commission effectuates the purpose of the NGA to underwrite just and reasonable rates to the consumers of natural gas.

However, what Congress has given, Congress can take away. In 1978, Congress did just that when it enacted the NGPA. The NGPA expressly removed the Commission's NGA jurisdiction to establish just and reasonable rates *at the wellhead* for new gas supplies not committed or dedicated to interstate commerce prior to enactment. The NGPA also severely limited the Commission's jurisdiction to review the purchase costs of such new gas by pipelines at the city-gate. The NGPA, however, did not remove or restrict the Commission's remaining NGA jurisdiction and the responsibility to establish just and reasonable rates for the transportation of all categories of gas in interstate commerce, or for the sale of natural gas committed dedicated to interstate commerce prior to enactment.

In essence, sections 601 and 121 of the NGPA effected a phased partial reversal of the Supreme Court's 1954 decision in the *Phillips* case (holding that independent producers are "natural-gas companies" when they make field sales of natural gas to interstate pipelines for resale). Section 601 removed all NGA jurisdiction over "new" gas, effective December 1, 1978, while section 121 removed NGPA price controls over specified gas supplies, effective November of 1979, January 1, 1985 and July 1, 1987.

These statutory changes reflect a Congressional determination that producers of natural gas do not have "natural" monopoly power. In other words, the statute reflects the workably competitive nature of the production industry.

Moreover, as a result of physical and technological changes that have taken place as the industry has grown and matured over the last fifty years, a given supply of the natural gas commodity can now be transported—by front haul, back haul, exchange or displacement—to points throughout the continental United States. As a result, as a technical matter, producers of natural gas can market their supplies in an essentially national market while individual customers or resellers of gas (such as the local gas utilities) can obtain supplies from a variety of sources.

These legal and technical changes have already begun to restructure the industry.

The Commission's overriding goal in this docket is to adapt our regulations to these fundamental legal and technical changes so that we may continue to fulfill our statutory mandates under the NGA and the NPGA. Thus, the final rule adjusts, within the scope of the authority delegated by the Congress, those aspects of our current regulations that now appear to hinder the development of competition in those areas where competition will better protect the public interest than will tradi-

tional public utility regulatory rules. The final rule retains the traditional regulatory approach in areas where it is needed to protect the public from market dominance by natural gas companies.

The purpose of the final rule is to assure that commodity and transmission prices for natural gas between the wellhead and burner-tip are clear and accurate and consistent with the requirement of the NGA that rates and practices be just and reasonable and not unduly discriminatory, or preferential. The final rule also secures to consumers the benefits of competition in natural gas markets consistent with both the NGA and the NPGA. The final rule achieves these goals by establishing a framework for setting just and reasonable rates and practices for the sale and transportation of natural gas in interstate commerce, and by reasonably conditioning self-implementing interstate transportation services under the NGA and the NPGA.

Accordingly, in light of the record of comment and experience detailed herein and pursuant to sections 4, 5, 7 and 16 of the NGA, sections 311 and 501 of the NPGA and sections 402 and 403 of the DOE Organization Act, the Commission is issuing the present final rule.

* * * *

[50 Fed. Reg. 42412-15]

II. Background and Discussion

A. Changes in the Industry and the "Unbundling" of Natural Gas as a Commodity

1. *The change in a nutshell and the Commission's overriding goal.* The natural gas industry has changed in fundamental ways over the nearly 50 years since the Natural Gas Act was adopted in 1938. The changes have been accelerated over the last seven years by the phased

removal of wellhead price controls under the Congressionally mandated schedule set out in the Natural Gas Policy Act of 1978.

In a nutshell, the single most important economic change has been that natural gas has become a separate and distinct economic *commodity*: distinct from oil, distinct from transportation, and distinct from storage and various load balancing services. Around the commodity has evolved a highly competitive and rapidly growing spot market, with a thriving infrastructure of brokers and marketers, electronic information exchange services, and trade publications tracking price and market movements. Moreover, the Congressional decision in the NGPA to remove both price (NGPA section 121) and non-price (NGPA section 601(a)(1)) regulation over "first sales" of most natural gas—whether in interstate or intrastate commerce—has meant that these supplies of gas can now generally be sold by producers or marketers without the need for prior regulatory approval of market entry, market exit or price.

With regard to the availability of interstate pipeline *transportation*, the situation has also changed in significant ways. There are some geographic areas where there is but a single pipeline supplier, as was the case for the vast majority of markets in 1938. But in many other markets, there are two or more pipeline suppliers capable of serving a customer. The presence of pipeline-to-pipeline competition in these markets has radically altered the role of the Commission as well as the ability of utility-type regulation to tightly control regulated price levels.

Moreover, the maturing of the pipeline industry in recent decades has meant that there is now an interconnected nationwide pipeline grid. This enables increasingly efficient transportation transactions through backhauls, displacement and exchanges, enabling the "transportation" of a particular supply to a particular pur-

chaser who is far removed from the supply and indeed may not even be directly physically connected with the field supply source. Thus, even where a pipeline is the only supplier to a given customer, that customer—given non-discriminatory access to the transportation service and proper rate treatment for all pipelines—has access to supplies of the *commodity* located in virtually any producing area in the Nation. Conversely, a producer of gas can now—given the same non-discriminatory access to the *transportation* grid—seek markets for his gas virtually anywhere in the Nation. As is demonstrated later, this is not economic theory but bustling commercial reality.

Finally, there is the question of capacity. While it is true that pipelines generally continue to be fairly fully utilized during peak period operations, total deliveries through their systems have fallen sharply from the 1972-1973 period. This is illustrated in Chart 1 below. [Omitted.]

This phenomenon has been reflected in lower annual load factors for interstate pipelines and higher *unit* costs of providing service. It has also meant a significant increase in the amount of capacity available for transportation outside of the periods of peak demand. The chart further indicates that pipeline utilization for sales during the peak winter period has remained high and indeed has even increased. This indicates that firm capacity is generally being utilized on peak by those customers who have contracted for (or "booked") such service.

In short, the Commission is confronted with:

(1) A generally competitive market in the *commodity* of natural gas, most of which has been removed by Congress from all federal regulation as to market entry, exit and price, although such regulation has been retained by Congress over substantial amounts of gas; and

(2) A highly integrated *transportation* network, highly monopolistic in some markets, fairly competitive in others; over which Congress has generally determined to retain utility-type regulation over market entry, exit and price; but for which Congress has also allowed an alternative approach (under NGPA § 311) in which there may be no restrictions as to market entry and exit, but for which Congress expressly retained regulation as to rates.

Thus, in the words of one recent court decision:

> In its oversight of the natural gas market, FERC confronts baffling problems.

But these problems are not unique to the natural gas industry. Nor are they insurmountable. What is required is to adapt our regulatory framework to the changed circumstances in order to implement our statutory responsibilities in ways that further Congressional goals of the lowest reasonable rate for natural gas customers consistent with reliable, long-term service.

Accordingly, our overriding goal in this docket is to adjust our regulatory framework for natural gas in ways which:

(1) Retain and revise utility-type regulation over the interstate *transportation* function—that function which the Congress has deemed sufficiently uncompetitive so as to require such regulation in the public interest—yet

(2) Allow the *commodity* market for natural gas to continue to develop in a competitive fashion.

In this way, regulation will allow competitive forces to operate in those areas where Congress has determined they will better protect the public interest than traditional utility-type regulation, while retaining the traditional-type regulation in those areas where competitive forces have been found inadequate by the Congress.

To do this, the final rules generally seek to provide additional market options for suppliers, pipelines and customers. Thus, where a pipeline offers *transportation* as an "unbundled" service, the customer will be able to purchase *gas* in what Congress has determined (and which experience increasingly demonstrates) to be a workably competitive market. The terms and conditions of that transportation service remain fully subject to regulations under the NGA.

Moreover, where an interstate pipeline offers a "bundled" service in which the gas commodity is offered only as part of a package of services which includes a transportation component, the Commission presently concludes that the potential for market dominance by the pipeline is so great that more traditional utility-type regulation is required to satisfy the Congressional mandate set out in the NGA.

The various components of the final rule are designed to implement these general goals. In promulgating this rule, we are mindful of our obligation "to take into account what is known as to past experience and what is reasonably predictable about the future." Accordingly, the remainder of the preamble sets forth in some detail the factual, logical and legal bases for the above conclusions and explains how the final rule will operate to advance these goals.

2. *Natural gas is a separate commodity from oil.* At the time of enactment of the NGA, natural gas was primarily a by-product of oil production. According to the Federal Trade Commission Report of 1935, approximately 60 to 70 percent of all natural gas (including both associated and non-associated natural gas) was found as a result of exploration for oil.

Over the years, advanced exploratory knowledge and techniques gradually have made it possible for producers to explore for gas separately from crude oil. Prior to the development of such techniques, the natural gas re-

source base which supported the rapid expansion of gas use in the 1950's and 1960's had been developed for the most part as a result of drilling for oil rather than gas and the role of gas prices as an incentive for developing new gas reserves had been secondary. The advanced exploratory techniques sharply increased the importance of price as an incentive for further drilling of natural gas and helped establish gas as a separate economic commodity. Indeed this economic fact played a major role in the Commission's decision in 1965 to adopt two separate "vintages" of "old" and "new" gas, each subject to a separate ceiling price.

The key conclusion which flows from this fact is that *price* signals for natural gas play the same role in stimulating or dampening supply as they play in other commodity markets. Accurate, responsive price signals are thus not a matter for mere academic concern but a matter of commercial life and death for the production industry.

3. *Development of the transmission grid.* The interstate natural gas transmission industry has matured over the last 50 years, developing from a series of essentially individual, separated systems into an extensive integrated transportation grid.

In 1935, when the Federal Trade Commission completed its exhaustive study of the industry, interstate natural gas pipeline companies were largely separate systems, dependent on a few fairly well localized sources of supply. This is well illustrated by the attached 1934 map of the industry and by the FTC's detailed discussion of each of the industrial systems.

The industry of the time was succinctly described by the FTC Report:

> The function of transmission or transportation of natural gas in bulk over the long distances commonly required to market any considerable volume

of gas is, on the other hand, one of the least competitive situations to be found involving commodities or public utility service. There is no known method by which gas in large quantities can be transported except by pipe lines. Oil may be moved in pipe lines, tank cars, trucks, and water-floated barges or "tankers" and packaged in barrels and other small containers for transport by various means. Most, if not all, commodities can be moved from points of origin to points of destination with a choice of routes, containers, and volumes to be handled at any one time.

Most, if not all, commodities, except electric power, may be accumulated in storage previous to, during, or following transportation and drawn from such storage to meet intermittent or variable quantity demands. Except for some incidental storage in pipe lines under considerable pressure, commercial storage of natural gas is inconsequential after it is withdrawn from the ground. Again the large investment of $20,000 to $35,000 a mile for the larger sizes of pipe in long pipe lines generally laid below the surface of the ground as contrasted with overhead wire circuits ($1,000 to $15,000 a mile) and various physical means of transportation of other commodities constitutes a barrier to direct competition in transportation through the installation of competing pipe lines by any but large-volume purveyors, which has led to a demand from the smaller producers that existing gas pipe lines be made common carriers obligated to transport gas of producers other than those affiliated with, or making satisfactory terms for sale with the owners of the pipe line.

Thus, even where opportunities for direct pipeline-to-pipeline competition were presented, the natural gas companies in the 1920's and 1930's generally preferred to enter a new market by way of joint ventures.

Over the decades the system has changed immensely. Even superficially the development of a farm [*sic*] more integrated system is readily apparent as illustrated by the attached 1982 map.

Moreover, the integration of the system is vividly illustrated by the increase in the amount of gas which interstate pipelines transport or exchange for each other (Table I below) and by the increase in costs incurred by pipelines in purchasing transportation services from other pipelines (Table II below).

The storage situation has also changed completely. Whereas the FTC in 1935 found commercial storage to be "inconsequential," storage now plays an integral role in the industry. As indicated by Table III below, the amount of storage capacity has continued to increase over the years. [Tables omittted.]

The availability of this storage capacity means that gas does not have to be produced and consumed at identical rates (with resulting reliance either on shutting in of production in field or in "dump" sales of gas in markets). Rather, delivery of volumes can be taken in many instances even where there is no immediate use for the gas. Operational constraints remain a limitation, of course. But operational flexibility has increased enormously.

This is also reflected in changes in corporate structure. Thus, we note that the recent mergers and acquisitions have given the companies involved much greater operational flexibility. These mergers have allowed companies access to new markets, to new sources of supply, as well as to storage capabilities.

* * * *

[50 Fed. Reg. 42418-19]

5. *Congress has recognized the existence of a workably competitive wellhead market, and has removed Federal controls over market entry, market exit and price*

for new gas. With regard to all new supplies of natural gas, comprising about one-half of all [*sic*] gas at present, the Congress in the NGPA removed all regulatory controls over market entry (NGA section 7(c) certification) market exit (NGA section 7(b) abandonment) and price (NGPA sections 102-109 and section 504). See NGPA section 121 and section 601(a). Indeed, in NGPA section 601(c) Congress removed from the Commission any power to prevent interstate pipelines from "flowing through" to their customers the costs of purchasing the gas commodity absent "fraud and abuse or similar grounds."

Thus, in the words of one court:

> The NGPA is a fundamental change in regulatory outlook. Contrary to the Supreme Court's assumption in *Phillips Petroleum Co. v. Wisconsin*, 357 U.S. 672, 74 S.Ct. 672, 98 L.Ed. 1035 (1954), which subjected gas producers to utility-type regulation under the NGA, Congress apparently decided that gas producers do not have "natural" monopoly power; that is, the industry does not possess the inherent technical characteristics that prevent its efficient and economical operation unless operated as a monopoly.[36] Therefore, the theory that a regulatory agency is necessary to represent consumers when they bargain on rates with a natural monopolist like a utility no longer applies to gas production. *See generally* Goldberg, Regulation and Administered Contracts, 7 Bell J. Econ. 426 (1976).

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[36] *See* J. Bonbright, Principles of Public Utility Rates 10-13 (1961). The congressional assumption concerning lack of producer natural monopoly power is evidenced in the phased deregulation of wellhead prices and the elimination of FERC regulatory control under the NGPA over gas eligible for § 601(a)(1). The continuation of price controls on older, cheap gas reflects only a concern about preventing financial windfalls to sellers with very low-cost gas properties, and not a concern about natural monopoly power.

As a direct result of the NGPA, for example, a natural gas producer can now sell "new" gas to any purchaser—an intrastate pipeline, an interstate pipeline, a local distribution company served by an intra- or interstate pipeline, an end-user, a non-profit consumer cooperative or what have you—without federal restrictions as to market entry, market exit or price attaching to the sale. Similarly, an independent marketer can acquire a portfolio of gas purchase agreements and sell gas supply to any person, again without coming under any market entry, market exit or price regulation over the sale. In short, with respect to sales of the commodity by producers or marketers, Congress removed controls in recognition of the competitive nature of the commodity market for gas.

An interstate pipeline, however, seeking to sell gas from its system supply (a commingled stream of gas that was at the wellhead both NGA-jurisdictional and NGA-non-jurisdictional) is subject to the full panoply of statutory regulation governing market entry, market exit and price. As a result, *even for already certificated sales to existing customers*, it may change its rates only upon 30 days advance notice. It must supply extensive documentation detailing each and every source of natural gas supply, including an identification of the seller, the location, and the price. If it seeks to provide a new service to an existing customer, it must file for and obtain a section 7(c) certificate authorizing the new service. Any party opposing the new market entry has a right to explore genuine issues of material fact in a contested, trial-type hearing.

The rationale for maintaining utility-type market entry, exit, and price regulation over the sales for resale of interstate pipelines while removing that regulation for similar sales by other market entities is only implicit in the NGPA but appears plain enough: While Congress concluded that gas production was sufficiently competitive to remove regulation, the control which interstate

pipelines exercised over transportation still conferred on them the same kind of market power over their customers as had existed at the time of enactment of the NGA.

If customers had access to transportation for gas which they purchase directly in the competitive, commodity market, the pipeline would find itself at a serious competitive disadvantage in marketing gas in competition with producers and other entities because the regulatory rules as to market entry, exit and price would deprive it of the flexibility to meet the competition. We have *already* seen a good deal of that with the development of the spot market, the resulting decline in pipeline sales and increased use of transportation. And with the advent of repeated out-of-cycle PGA filings, we have seen what may be the beginnings of a virtual "posted price" approach to gas at the resale end where pipelines compete against other pipelines.

Yet a pipeline that accepts the open access condition tendered in the final rule will have agreed to provide its customers with that access, thereby accelerating the process. This would thus require those pipelines that wish to remain merchants to seek greatly increased pricing flexibility.

* * * *

[50 Fed. Reg. 42420-21]

B. The Problem in a Nutshell

The NGPA certainly accomplished its primary goal of increasing competition and gas supplies at the wellhead. But the NGPA also aggravated price distortions between the city-gate and the wellhead. These price distortions have intensified competitive pressures on pipelines for new and lower-priced services. In turn, these competitive pressures require changes in the Commission's regulations if we are to fulfill statutory regulatory obligations over interstate pipelines in turbulent and fast-changing gas commodity markets.

The problems created by the NGPA are inextricably intertwined with the Commission's administration of its remaining jurisdiction under the NGPA.

To the extent the NGPA removed the Commission's NGA jurisdiction over certain wellhead gas markets, the Commission is powerless to "turn back the clock" and restore that jurisdiction, no matter what problems and "disorders" have arisen in those markets since the NGPA.

To the extent the Commission exercises its remaining NGA jurisdiction so as to thwart the competitive commodity market for gas contemplated by the NGPA, the Commission may be negating one of the primary Congressional mandates of the NGPA.

The Commission has no choice in the matter; we are required to live within the letter and spirit of both the NGA and NGPA as Congress has directed, and we must reconcile the two in changing circumstances—in terms of surplus as well as times of shortage.

The NOPR summarized the current problems. The comments received in response generally support the Commission's analysis of the problem (if not necessarily all of the proposed solutions).

1. Prior to January 1, 1985, many interstate pipelines contracted for more gas supply than they could market at the prices set forth in those contracts, and do not intend to resume contracting for less expensive new gas reserves until their existing high-cost contracts are terminated or renegotiated to marketable levels.

2. Producers of gas, responding to very high prices and high "take-or-pay" terms bid by pipelines for small supplies of gas deregulated following enactment of the NGPA in 1978, have developed new supply sources of gas. But gas demand has fallen off since 1981 due to recession and lower oil prices, and the market today can-

not absorb these supplies at prevailing prices, even if "rolled-in" with cheaper "old" price-controlled gas. A surplus of gas deliverability has been created, resulting in many wells of all vintages being shut-in. In response, producers—particularly independent producers—are seeking equal and open access to pipeline transportation as an alternative to pipeline sales for marketing their gas.

3. Interstate pipelines, particularly those with larger quantities of "old" price-controlled gas to "roll-in" with more expensive "new gas" supplies—as well as intrastate pipelines under their limited interstate transportation and sales authority granted by section 311 of the NGPA—are seeking new markets and lower prices for both surplus gas supplies and surplus pipeline capacity. Pipelines are especially seeking new sales to new or existing fuel-switchable or pipeline-switchable customers, such as industrial boiler fuel users or partial-requirements customers.

But the existing interstate and intrastate customers of the pipelines are concerned that so-called "off-system" sales and "special marketing programs" will effectively transfer to the new customers a portion of the economic rent associated with the price of old, price-controlled gas when it is "rolled-in" with other, higher-priced supplies. Reflecting these same concerns, the Commission generally has allowed these alternative sales and marketing programs only under somewhat restrictive conditions or on an experimental basis.

In the case of the experimental "special marketing" programs" [*sic*] and the "blanket certificate" transportation programs for fuel-switchable end-users, pipeline customers have successfully challenged and overtruned [*sic*] the programs on judicial review on the ground they arbitrarily exclude other customers without consideration of the impacts on competition.

On the other hand, the Commission has promulgated a final rule which prohibits pipelines from recovering, in minimum commodity bills, the variable costs for gas not purchased by its customers. The rule has been sustained on judicial review on the grounds it permits partial requirements customers to "shop around" for gas supplies from other pipelines on a competitive basis.

4. Purchasers of natural gas, seeing the availability of supplies in the field at prices below the rolled-in average cost of all gas, are seeking to purchase gas directly in the field and have it transported to the city-gate or burner-tip in competition with the system supplies which the pipeline retains under certain uneconomic long-term contracts. In so doing, purchasers of gas are seeking the same opportunities to "swing" back and forth among a balanced "portfolio" of natural gas supplies that "partial-requirements" customers currently enjoy, after implementation of the minimum bill rule, in "swinging" back and forth among competing pipeline suppliers.

5. The pipelines have generally expressed a reluctance to provide these transportation services on a non-discriminatory basis to their existing sales customers or to customers without immediate fuel-switching capability, such as residential and commercial consumers.

a. With respect to incremental volumes (*i.e.*, gas that would not displace a sale by the pipeline itself from its own contracted-for supply), pipelines generally do not have adequate incentives to provide this service as long as the pipeline's rate structure requires the crediting to the pipeline's sales customers of essentially all revenues received from the transportation. The regulations allowed the pipeline to elect an option pursuant to which costs would be allocated to the transportation service (allowing retention of the revenues), but until fairly recently most major pipelines had not elected that option. Moreover, the pipelines have been under no legal obligation to elect the revenue retention option. Once pipelines

began to design their rates to allocate costs to the transportation service, thereby obtaining the right to retain revenue, the ratemaking rationale for declining to transport incremental volumes has diminished.

b. With regard to volumes of gas that would displace a sale by the pipeline from its own contracted-for supply, the situation has been somewhat more complex.

(i) Where the pipeline's take-or-pay exposure was so great that it believed that prepaid gas would never be able to be "made up," the pipeline faced the possibility of forfeiting the entire principal amount of the prepayment. Under these economic circumstances, even where the pipeline was able to retain the revenues received from providing transportation, the pipeline would still lose money were it to transport gas that would displace a unit of contracted-for gas. The more gas it transported, the more money it would lose. Under these circumstances the pipeline's reluctance to transport was at its height. Accordingly, it is important to provide flexibility for pipelines and producers to renegotiate these contracts, to review "buy-outs," "buy-downs" and to provide for expedited treatment of limited term and permanent producer abandonment and certificate requests.

(ii) Where the pipeline's take-or-pay exposure was *not* so great as to confront it with the prospect of forfeiting prepayments, the question was more one of fixed cost allocation. If the pipeline had to finance the prepayments, who should bear the burden of the carrying charges, the fixed costs associated with the prepayment: the sales customers, the transportation customers, the producer (by not being paid in accordance with the contract), or the pipeline's share-holders?

6. As a result of the pattern of contractual arrangements developed by the industry during previous eras of pipeline expansion and supply curtailment, such as take-or-pay and minimum bill provisions, customers of

pipelines have been allocated a large part of the risk that gas supplies deregulated by the NGPA might prove unmarketable over the life of contracts signed by producers and pipelines.

In turn, the Commission's administration of its rate-making and certificate obligations under the NGA has impeded the ability of natural gas consumers to secure the rewards of competition in natural gas markets commensurate with the risks that have been allocated to them by pipelines and producers.

In particular, the Commission's policy of full rolled-in pricing of price-controlled and deregulated gas supplies has frustrated the transmission of clear and accurate price signals between the city-gate and the wellhead, and has permitted pipelines to bid up new gas prices above market-clearing levels.

The Commission's policy of discouraging the flexible entry and exit of new pipeline services from natural gas markets is thwarting the expansion of the interstate pipeline system in order to provide for changing end-uses of gas and changing locations of new gas fields.

7. As a result, average delivered prices of gas are not adjusting downwards in line with the decline in field prices, and this failure is causing unnecessarily high energy costs to consumers and a very large loss to the American economy in jobs, production, and net economic efficiency.[100]

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[100] Comments of DOE at 3, 6, estimating proposed rulemaking, if adopted, could have net economic benefits of $1.2 to $4.9 billion (non-discriminatory transportation) and $2.2 billion (block billing procedure); Process Gas Consumers at 13 (*citing* DOE estimate that lack of non-discriminatory transportation has adverse-economic effects of $9.7 billion annually), and 14-16 (discussing example of impact on specific manufacturing plants of lack of access to transportation services); *Second DOE 123 Report, supra* at Appendix B, Examples of Anticompetitive Behavior in Gas Transmission.

Accordingly, the Commission has determined to make the changes set out in today's rule. We turn now to a detailed analysis of the comments filed in this docket.

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[50 Fed. Reg. 42421-22]

A. Whether To Issue Any Final Rule

Comments. The majority of commenters commended the Commission for moving forward to address the problems of the industry on a generic and expedited basis. Many of these commenters echoed their comments filed in the earlier Notices of Inquiry phase as well as in earlier petitions, complaints, judicial decisions, and Congressional directions before the Commission. These commenters also generally urged the Commission to act with dispatch to issue a final rule in this docket during the current conditions in gas markets.

However, several commenters urged the Commission to consider issuing no final rule, or else to issue a final rule governing transportation and the optional certificates while delaying a final rule on other parts of the proposed rule, such as the billing procedure. Several requests were received urging the Commission to provide for further public comment on the billing procedure.

For example, some commenters pointed to the fact that delivered gas prices have remained flat for several months and suggested that gas markets were adequately adjusting to partial wellhead deregulation after January 1, 1985; therefore, the Commission's proposed rule was unnecessary except where required in response to court remand. Other commenters suggested that the Commission address its regulatory obligations on a case-by-case basis rather than by rule, or suggested that in any case the Commission's proposal was administratively unworkable.

Commission Response. The Commission initiated the proceedings in this docket over nine months ago. As a

practical matter, however, these proceedings also owe their origin to nearly seven years of Commission and industry experience in attempting to reconcile the NGA and the NGPA in rapidly changing gas markets which have been described as "disordered" and "chaotic." In response to our notices, we have received close to 200 comments in the NOI phase of the proceeding and 300 comments on the proposed rule, aggregating a record of over 10,000 pages. Some one hundred and fifty parties participated in four days of public conferences on the NOI and in two days of hearings in response to the NOPR.

In considering the alternative of taking no substantial action, the Commission has reviewed those comments and the actual experience under the present regulatory framework as detailed in Section II above. That record of comment and experience demonstrates conclusively that the natural gas industry has undergone radical changes in its structure and markets and that the regulatory framework must also be changed. Issues relating to gas-on-gas competition, access to transportation, pipeline and local distribution company "by-pass," prudency of pipeline "high-cost" gas purchases, persistence of "take-or-pay" problem contracts, shut-in of gas supplies, restrictions on entry and exit from the gas business, and allocation of fixed costs are arising with increasing frequency in filings before the Commission. (See Exhibit B showing out-of-cycle PGA filings). For reasons of administrative economy and predictability alone, the Commission could determine to deal with these issues by rule.

However, a much more compelling reason exists for the Commission's rejecting the alternative of issuing no final rule today: we have no choice under the NGA.

Section 5(a) of the NGA is mandatory, not discretionary. Once the Commission finds that an existing rate or charge or practice is unjust, unreasonable, or unduly discriminatory, it must prescribe the remedy for that

situation. Moreover, the Commission also has an obligation under the NGA to weigh and consider the competitive effects of our decisions, especially where, as here, the Commission's regulations relating to the transportation of natural gas have been held to deviate from fundamental protections intended by the NGA.

As detailed here, the Commission has found that certain aspects of the present regulatory framework are allowing rates, charges, and practices which are unjust, unreasonable, and unduly discriminatory under section 5 of the NGA. In addition, the Commission has considered the competitive effects of certain of its regulations and is adjusting those regulations in order to assure that the benefits of new competitive pressures in natural gas markets are secured to all customers consistent with the NGA.

The continued persistence of a large "bubble" of surplus gas deliverability (Exhibit L) during a period of sustained recovery in the general economy demonstrates vividly the distortions created under the present regulatory framework. Moreover, the depressed state of the domestic drilling industry, now into its fourth year (Exhibits M and N), reflects the surplus of current supply but also may raise some concern as to how quickly drilling may accelerate as the surplus is dissipated. If producers are to increase drilling at the appropriate time and in efficient amounts, they *must* have more accurate price information than has been the case in the past.

One key to those more accurate prices is equal and open access to burner-tip markets. In turn, this access can only be realized if the ratemaking and certificate standards for interstate transportation are structured appropriately. This is what we have endeavored to do in Parts A and C.

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[50 Fed. Reg. 42422-23]

B. Whether To Serve Out Parts A and C

Commission Response. The Commission has considered whether to adopt such a "piecemeal" approach and issue only the transportation components of the rule. The issue in this regard is whether the identified problems and the proposed solutions (or rather mitigating measures) "are so inextricably related . . . that simultaneous resolution of the issue is required." In this regard, we are well aware of the fact that a major criticism of the minimum bill rule was that the Commission had engaged in irrational "piecemeal reform" by acting at the downstream nexus rather than upstream at the wellhead.

We understand the surface appeal of dealing with transportation issues alone:

- The strong mandate of the court decisions on SMPs and especially blanket transportation certificates, calling for a non-discriminatory approach to implementing interstate transportation; and
- The concern over the expiration of these programs effective November 1, 1985.

But we have concluded that many of the residual problems in the industry to a large degree *are* "inextricably related."

(1) Increased access to transportation on a non-discriminatory basis will place a pipeline in the position of competing as transporter with itself as merchant. An increase in transportation volumes inevitably exposes the pipeline to the risk of a decrease in its sales. Hence, we need to address such issues as the circumstances under which a pipeline can buy out of its wellhead contracts and the questions of how a producer that remains subject to NGA jurisdiction can obtain *regulatory* approvals to market gas which the pipeline is willing *contractually* to release. The new transportation rules are thus tied to the April 10, 1985 Policy Statement and the provision for expedited review of producer abandonment filings.

(2) Moreover, how does a pipeline customer make an informed judgement as to whether to buy gas from the pipeline or to convert to some amount of reserved transportation and buy gas from an alternative merchant *unless* the pipeline's sales price for gas reflects more accurately the cost to the customer of alternative purchases? Thus, the ultimate efficacity of the transportation rules is linked in part to the whatever final resolution is adopted to address the distortions of rolled-in pricing.

(3) How can a sole-supplied customer gain access to the competitive *commodity* market unless he can gain access to firm transmission capacity, *e.g.*, through the "unbooking" of already contracted for capacity via the CD reduction option and through the conversion option? Thus, the viability of the transmission rules (as well as the presumption of justness and reasonableness proposed in the revised Part D) is tied into the CD adjustment options of section 284.10.

(4) If the commodity market is to *remain* competitive even after the present excess of gas inventory is "worked off," (and even if the current move towards corporate consolidation continues), then the regulatory framework must be structured in such a way that unbundled transportation will continue to be available. Thus, pipelines must bear more of the risk of underutilization of their transmission facilities than is the case when all costs are recovered from sales customers and with transportation revenues being credited to other customers rather than retained by the pipeline. Only in this way will the regulatory framework provides [*sic*] adequate linkage between the allocation of economic risk among industry participants and business control over those risks.

(5) "Conscious parallelism" is easiest to pursue in a market with a very small number of participants. While such activity may not run counter to the antitrust laws, it certainly is not to be encouraged. A good way to help

police against such behavior in a regulated market is to make sure that current market participants cannot use the regulatory structure to exclude new competitors. Thus, the viability of the transportation rules is tied into the easier market entry contemplated by the optional expedited certificates.

In short, the Commission has concluded that changes are required in several different areas concurrently. This does not mean, however, that the present rule is expected to be a panacea, or that further action in other areas is necessarily foreclosed. Rather, the three components issued today, together with the revised proposal regarding Part D, reflect a first step—albeit a major one—towards adapting our regulations to the post-NGPA world.

Accordingly, in light of the inter-relationship of the parts and the significant changes made to respond to many of the problems identified by the comments, the Commission has determined to proceed with the broader approach reflected in the final rule, while at the same time calling for further comment on a revised proposal for block billing.

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[50 Fed. Reg. 42423-24]

C. Discussion of Other Alternatives

Since 1982, the Commission has considered a number of alternative approaches for dealing with the changes that have been be coming [*sic*] increasingly apparent in the industry. For example, we have considered:

- Setting new, just and reasonable rates for old gas;
- Establishing pipeline supply "cut-back" plans;
- Eliminating minimum commodity bills;
- Modifying the PGA regulations; and
- Encouraging broader access to pipeline transportation for others.

The first two options focus on the wellhead. Under the first, the Commission would raise the price of old gas under NGPA sections 104, 106(a) and 109 to "just and reasonable" levels. All aspects of this approach were aired in a Notice of Inquiry commenced in April of 1982 in Docket No. RM82-26. The advantages of such an approach are that it would provide increased incentives for development of lower cost gas resources and would mitigate the distortions created by full rolled-in pricing in combination with the "cushion" of "old gas." It would put increased downward pressure on spot prices, however, and on the price of all above-average priced gas supplies. It could also involve the Commission in a most intimate way in determining the "proper" supply mix as between old and new gas. In effect the exercise of such power involves the concomitant responsibility of setting rates for the commodity that are neither too high nor too low.

The experience of 1954 to 1978 speaks eloquently to the difficulties faced by an independent economic regulatory commission in attempting to discharge that responsibility. It is the Commission's tentative judgement that Congress, through its decisions to ultimately decontrol all natural gas supplies (as old gas is depleted), determined that the workably competitive wellhead market would do a better job of setting such rates for the commodity than would a utility regulatory body.

Much of the discussion in the comments on Part D of the May 30th NOPR repeats the comment and argument received in response to the 1982 NOI in Docket No. RM82-26. For example, the Indicated Producers stressed the importance of continuing rolled-in pricing and called for action to raise the price for old gas. Similarly, their 1982 comments asserted that shortages could be expected in the not too distant future unless action was taken expeditiously to raise old gas prices. The California Public Utilities Commission, on the other hand, in their 1982 comments, called for an end to full rolled-in pricing

and the institution of a form of separate pricing of all old and new gas. We anticipate that there will be a more refined analysis of these issues in response to our request for supplemental comments on the revised Part D.

With regard to the second basic approach, beginning in 1983, a number of interstate pipelines, distributors and state commissions of major downstream gas consuming states began urging the Commission to establish gas "cut-back" plans for interstate pipelines. In essence, they proposed for the Commission to order the pipelines as to which gas supplies should be taken and in which order. A list of these filings is attached as Exhibit R.

In many respects this option represents the "flip side" of the old gas proposal. Like it, the "cut-back" plan approach would involve the Commission ultimately in many aspects of natural gas production decisions. It would substitute the Commission's judgement for that of the commercial parties on such issues as which supplies of gas should be taken by a pipeline in managing its portfolio of gas purchase agreements.

But unlike the old gas proposal, the cut-back approach would lay the predicate for pipelines to assert to producers that supervening governmental action relieved the purchaser of all liability for breach of contracts that would otherwise exist. It would thus also raise extremely serious questions regarding the ability of private parties in the gas production industry to rely on private contracts as a tool for structuring basic economic relationships.

The potential effect of the Commission pursuing this option thus could well have been, by essentially a stroke of the pen, to void thousands of gas purchase agreements nationwide and to declare worthless some $7 billion worth of contract damage claims which producers might otherwise pursue against interstate purchasers. Neither the legal nor the factual basis for potentially voiding billions

of dollars in freely negotiated contracts was made clear in the filings made with the Commission. In addition, a determination that effectively abrogated non NGA-jurisdictional wellhead contracts would run directly counter to the Congressional directives in the NGPA that progressively removed federal regulation of producer-pipeline transactions, and which expressly allowed the free operation of those contracts where below any applicable maximum lawful prices prescribed by statute. See NGPA section 101(b)(9). See also NGPA section 601(c). Accordingly, the Commission has declined to pursue this path.

Moreover, the Commission has sought to make it crystal clear that *nowhere* in the final rules, including in the bilateral CD reduction and conversion options, has the Commission abrogated any contracts nor created a regulatory framework predicated on any unilateral contract abrogation. In short, while the Commission has the power to abrogate NGA jurisdictional contracts where required by public interest considerations, we have not invoked that power in these rules and revised proposed rules.

A third option considered over the last two years was to shift the regulatory focus "downstream," away from the wellhead, and to the nexus between the regulated pipelines and their customers. Here the Commission found minimum commodity bills and minimum take provisions—fully regulated contract provisions that impeded competition for the natural gas commodity and allowed for receipt of revenues by the regulated pipelines in excess of their costs.

The Commission determined in May of 1984 to limit the operation of these NGA-jurisdictional provisions. Through the summer and fall of 1984 appropriate proceedings were conducted and rules were promulgated to that effect. Those rules have since been affirmed in court.

During this same time period in 1984, the question of increased access to unbundled transportation was re-

viewed. The Commission heard oral argument in a case which illustrated vividly the conflicting interests involved in the issue and the interaction of the existing rate structure, certificate authority and the take-or-pay provisions which limited a pipeline's flexibility in dealing with requests for transportation that would displace its own sales.

In view of the inter-related nature of the problems raised, and the overhanging uncertainty raised by the approach of wellhead decontrol on January 1, 1985, no further action on the access question was taken at that time. Action on minimum bills, however, appeared sufficiently well defined so as to permit Commission action. This, of course, was the path the Commission chose. Experience since the August 1, 1984 effective date of the minimum bill rule has confirmed the powerful effects of competition among pipelines for sales to partial requirements customers. But as recognized by the Commission at the time, a major concern was with the potential for harm to customers that purchased all their gas supply from a single pipeline.

A fourth alternative course was to take action regarding pipeline PGA clauses. With the increase in competition, it seemed likely that PGA regulation might heed to be adapted to the impending arrival of partial wellhead decontrol on January 1, 1985. To review this option, the Commission issued a Notice of Inquiry in Docket No. RM84-12 (issued April 27, 1984). The general thrust of the comments received, however, was that no major changes were required in the PGA regulations, at least at that time. Accordingly, no rule changes have been proposed to date.

A fifth approach was to take action to encourage broader access to the competitive, wellhead market. As noted above, in 1984 the full Commission heard oral argument on a case that raised these issues. As it was apparent that further analysis of these complex issues was

required, no action was taken to allow time for further analysis and for developments in the industry to ripen. By the end of 1984, uncertainty over the likely immediate effects of partial wellhead decontrol were dissipating. On the other hand, a number of Sherman Act cases had been filed regarding access to transportation. Finally, experience under section 311 and the Order No. 234-B blanket certificate programs was indicating in a most concrete way the practical ability of the industry to adapt commercial practices to achieve the economic benefits of more open transportation. In short, events appeared to have progressed to where public comment on the issues, was appropriate. Accordingly, the Commission commenced its Notice of Inquiry in the present docket in December of 1984 and issued the NOPR in May. This, then, in conjunction with the minimum commodity bill rule already implemented, constitutes the thrust of the Commission's policies in this area of our jurisdiction.

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[50 Fed. Reg. 42424-30]

IV. Comment Analysis

A. Transportation

1. *Summary of final rule.*

a. Prohibition of undue discrimination in access to transportation.

Non-discriminatory access to self-implementing transportation services under section 7 of the NGA and section 311 of the NGPA is a cornerstone of the Commission's final rule.

Pipelines that provide transportation services on a non-discriminatory basis are assuring that the benefits of competitively priced gas supplies and transmission services are being made available to the broadest number of consumers. In addition, opening up transmission capacity

on an across-the-board basis helps to achieve a traditional utility ratemaking goal of maximizing throughput in order to spread fixed costs over the greatest number of customers.

On the other hand, permitting pipelines to unduly discriminate or to exclude certain consumers from transportation services is inconsistent with the fundamental goals of consumer protection and competition in the Natural Gas Act and the Natural Gas Policy Act. This is especially true where the Commission is authorizing pipelines to provide self-implementing transportation services to customers under section 7 "blanket" certificates or under section 311 authority.

The self-implementing nature of such services require the Commission to more carefully scrutinize and condition the certificates and agreements which underlie the services to assure that consumers are fully protected against discriminatory or unreasonable practices associated with the individual transportation arrangements that are being authorized prospectively without further Commission review.

The final rule adopts two complementary approaches in dealing with the question of non-discriminatory access.

(i) *Rate structures.* The rule modifies the ratemaking standards governing transportation for non-owner shippers. By requiring that costs be allocated to self-implementing transportation (§ 284.7(c)(4)) and that rates to recover those costs be based on projected units of services (§ 284.7(c)(2)), the final rule establishes a ratemaking framework within which the regulated company recovers its costs (including its allowed rate of return) by providing the regulated transportation service. Moreover, the rule provides for the use of reservation charges only for firm service (§ 284.8(d)) and forbids all other provisions that have the effect of guaranteeing revenue irrespective of the level of service actually provided § 284.8(c)(1), § 284.8(d) and [*sic*] 284.9(d)).

In addition, by reaffirming the Commission's April 10, 1985 Policy Statement regarding take-or-pay "buy-outs" and by providing for expeditious action on producer abandonment and certification requests, the final rule provides pipelines and producers with tools to deal with so-called problem contracts.

If we have designed these rate conditions properly, there should no longer be any real incentive for pipelines operating under the new rules to engage in denying access to "unbundled" transportation. Indeed, it may be more likely that the Commission will begin to receive complaints that the new rate conditions encourage a pipeline to attempt to transport *more* gas than it can or should. For example, one shipper may complain that a pipeline has accepted for transportation for another shipper a supply of gas with too many impurities or too low a heating content. Since the gas is commingled during transportation, the first shipper may complain that the gas redelivered to him no longer meets the quality specifications of the gas he delivered to the pipeline for transportation. But since the pipeline earned its fee simply by transporting the gas, it lacked an adequate incentive to refuse transportation to the inferior quality gas.

These kinds of problems can be addressed by the business participants, as they are in similar commercial contexts, through development of reasonable quality standards, quality "banking" services, market and price clearinghouses, etc.

Moreover, these problems are the kind of commercial problems faced in *any* properly functioning industry that deals in a reasonably fungible commodity of uneven physical qualities. By and large, it is reasonable to assume that most of these types of problems will be "sorted out" by the commercial parties without need for recourse to a utility regulatory body. The *regulatory* focus will be on cost allocations, projecting levels of services, determining cost of service (including rate of return) and similar

straight-forward utility issues, including ensuring that the transporting pipeline does not favor affiliates over other shippers.

(ii) Non-discriminatory access condition. While *theory* indicates that the rate conditions would preclude unduly discriminatory practices in most instances, experience teaches prudence. There may well be cases where a pipeline might nevertheless engage in discriminatory practices. For example, a pipeline might deny access to exclude a particular competitor from a given market or to disadvantage a shipper engaged in a manufacturing business in competition with a pipeline affiliate.

Accordingly, the rate conditions are complemented in the final rule by a broadly worded condition expressly prohibiting unduly discriminatory or preferential practices under the self-implementing transportation authorizations. See §§ 284.8(b) (regarding firm service), 284.9 (b) (regarding interruptible service) and 284.221(c) (subjecting blanket certificates to these conditions).

Thus, the final rule prohibits undue discrimination, or preference, including discrimination in the outright selection of customers. It also precludes more subtle forms of discrimination, such as adhering to the non-discriminatory standard within a customer class while establishing numerous customer classes. It prohibits discrimination among customer classes as well as on the basis of minimum volume requirements, the quality or duration of service rendered, the end-use to which the gas is put, or the type of gas transported.

Unjustified exclusion of shippers from transportation services is inconsistent with the mandate of the court in *MPC I and II*. Where a pipeline is authorized to transport gas on a self-implementing rather than a case-by-case basis, it is extremely difficult for shippers and the Commission to determine whether the exclusion of certain shippers by the pipeline is justified.

Examples of discrimination that the Commission finds to be undue or preferential within the context of the self-implementing authorizations are refusals to transport for existing sales or non-fuel switchable customers and preference for affiliates. On the other hand, the final rule makes clear that reasonable minimum operating and load management conditions imposed on shippers are not unduly discriminatory, or preferential, if imposed on all similarly situated shippers and if stated in filed transportation tariffs.

b. Increased Flexibility

The final rule is also intended to respond to the increased demand by pipelines and their shippers for increased flexibility and consistency in the Commission's regulation of transportation services. The final rule does this by eliminating restrictions on the categories of gas, shippers, end-uses, and duration of transactions eligible for self-implementing transportation. Pipelines seek this flexibility and consistency in order to respond to increased demands for transportation services by natural gas consumers, producers, and marketers.

c. Rates

Rates for self-implementing transportation by interstate pipelines must conform to specific standards set out in §§ 284.7, 284.8 and 284.9. Intrastate pipelines are not subject to these rate conditions. Interstate pipeline rates for self-implementing transportation must be volumetric and downwardly flexible between a maximum and a minimum. A reservation fee may be charged for firm service. See § 284.8(d). In order for pipelines to respond flexibly to market conditions between rate cases, rates below the maximum may be charged as long as they are not unduly discriminatory and are filed at the Commission. Such "rate discounting" must be solely at the pipeline's risk of under-recovery of costs; no pipeline is permitted to seek to recover such costs retroactively in future rate cases.

Such transportation service must be offered as a stand-alone basis, unbundled from any other services and separately tariffed. This precludes any tying arrangements between transportation and other services unless the bundled transportation services are offered as options to the stand-alone transportation service.

In order for pipelines to have the opportunity to earn rewards commensurate with any changes in their risks under the self-implementing program, pipelines are required to set projected levels for transportation service in rate cases. Costs will be allocated to be recovered through this service. Accordingly, a pipeline will be permitted to retain all transportation revenues collected for services rendered. Self-implementing transportation services by interstate pipelines are required to be offered on both a firm and interruptible basis, and capacity may be allocated by the pipeline on a first-come, first-served basis, subject to availability and without preference as between firm sales and firm transportation or between interruptible sales and interruptible transportation. "First-come, first-served" means the pipeline may offer transportation services subject to prior claims on capacity. Conforming rates under the new program must be filed to be effective no later than June 1, 1986. Any interstate pipeline that files for a blanket certificate under § 284.221 or that operates under authority of § 284.102 may charge existing transportation rates for self-implementing transportation services on an interim basis until the new rates are effective.

d. CD Reduction and Conversion Options

If an interstate pipeline chooses to provide self-implementing transportation under the final rule, it must also agree to provide its existing firm sales customers the option to convert their firm sales service to firm transportation service. As a condition of providing such firm transportation capacity, a pipeline may recover a portion

of its fixed costs by requiring its customers to pay a reservation charge not in excess of the fixed-costs in the demand charge allocated to the transmission component for firm sales service. The conversion option is detailed in § 284.10(d). In addition, a conditional opportunity is available to customers to reduce their firm sales contract demands or entitlements when their pipeline chooses to provide transportation services under the self-implementing program. See § 284.10(c). Pre-granted abandonment of its certificated service obligation would be available to any pipeline to the extent of any contract demand reduction, and no customer would have any right to resume firm sales service with the pipeline absent the issuance of a new or amended certificate to the pipeline required under section 7 of the NGA. See § 284.10(f).

The purpose of the reduction and conversion options in the final rule is to allow a "freeing up" of contracted firm capacity that customers no longer wish to reserve. This will allow that firm capacity to be contracted for by parties that do wish to purchase such firm service.

e. Transportation by intrastate pipelines

Because of the NGPA exemption of intrastate services from Commission jurisdiction under the NGA, intrastate pipelines that choose to transport under the self-implementing program are exempted from the rate conditions under § 284.7. Similarly, there is no requirement that the service offered by intrastate pipelines be firm. See §§ 284.8(a)(2) and 284.9(a)(2). Finally, intrastates would not be subject to the CD reduction and conversion options.

f. Grandfathering certain transactions

Transportation arrangements under previous section 311 programs and blanket transportation certificates under certain conditions, may continue beyond November 1, 1985, in order to allow a suitable transition period for the old programs to terminate and the new program to

begin without a break in services to consumers consistent with the final rule. Thus, even where a pipeline does not ultimately elect to continue to provide service under the non-discriminatory access condition of the new rules, existing blanket certificates and section 311 authorizations will allow transportation to continue during the transition period. Existing 311 arrangements will be permitted to continue until the expiration of their original term or extended term or October 9, 1987, whichever is earlier. Blanket transportation for high priority end-users under existing § 157.209(a) may continue until the expiration of their terms. Similarly, transportation for low priority end-users under § 157.209(e) may also continue subject, however, to the non-discriminatory access condition.

g. Individual certificates

Finally, the final rule does not apply a generic, non-discriminatory access condition to individual transportation and sales certificates under section 7 of the NGA. The consistency of such certificates with the purposes of this final rule can and will be reviewed by the Commission on a case-by-case basis at the time such certificates are sought.

h. Overview of comments

Commenters on the Part A transportation program raised several major issues. Among these issues were the scope and authority of the non-discriminatory access condition and its applicability to intrastate pipelines and to pipeline operational or load management conditions imposed routinely on shippers. Also raised as issues were the scope of and authority for conditioning availability of self-implementing transportation on a pipeline's agreeing to allow its customers to convert firm sales services to firm transportation service or to simply reduce contract demands. These comments also addressed the re-

allocation of risks and revenue responsibilities that would be required when customers adjust their contract demands. Commenters also addressed the authority and design of the downwardly flexible transportation rates and the quality of service requirements for firm and interruptible transportation services. Finally, commenters addressed the transition between current programs and the new transportation program established by the rule.

These comments and others are discussed in detail below.

2. *Commission authority to prescribe the non-discriminatory access condition.* a. Authority to impose on interstate transportation by interstate pipelines. The proposed rule provided that self-implementing transportation authorization under section 311 of the NGPA and blanket transportation certificates issued under section 7 of the NGA would be subject to an express non-discriminatory access condition. The express condition provided that any interstate or intrastate pipeline that provides any transportation service pursuant to such authority or certificate shall provide such service for all shippers willing to pay the applicable tariff rate on file with the Commission for the service requested, without discrimination in the quality of service provided, the categories, prices, or volumes of natural gas transported, customer classification, or discrimination of any kind.

Comments. Some commenters misunderstood the non-discriminatory access condition to require that *all* self-implementing transportation requests, including patently unreasonable requests, be accepted by transporters.

Commission Response. This was not the Commission's intent. Therefore, the non-discriminatory access condition has been revised in the final rule to insert the word "undue" to track the NGA statutory standard. The final rule thus is intended to prohibit undue discrimination, or

preference, including but not limited to undue discrimination or preference in the quality of service; duration of service; categories, prices, or volumes of gas transported (including as between affiliated and non-affiliated producers or shippers); and customer classification (including whether or not transportation would displace sales to an existing sales customer of the transporting pipeline).

Moreover, the final rule expressly provides that a pipeline may impose reasonable operational conditions on any request for self-implementing service. See §§ 284.8(c) and 284.9(c). Such conditions are required to be made a part of the pipeline's tariff, however, and thus will be subject to public scrutiny and Commission review. *Id.*

Comments. Most of the commenters who address the non-discriminatory access condition support the Commission's proposal. Those in favor of the proposal include a quarter of the major interstate pipelines, nearly half the intrastate pipelines, a majority of local distribution companies (LDCs) and virtually all industrial end-users, producers and public entities. The majority of interstate and intrastate pipelines oppose the proposal.

Those in favor of the non-discriminatory access condition generally state that it is necessary in order to effectuate the consumer protection and competition goals of the NGA and NGPA. They assert that it is reasonable in light of the increased demands for transportation of lower-priced gas in natural gas markets, and that it should be clearly stated and broadly applied in order to avoid evasion by pipelines on a case-by-case basis. They conclude that the Commission has legal authority to impose the condition.

The majority of commenters support the application of the non-discriminatory access condition to pipelines that choose to participate in the Commission's self-implementing transportation programs. They generally indicate the view that the Commission has sufficient authority to im-

plement the non-discriminatory access condition under both NGA section 7(e), which grants the Commission authority to attach reasonable conditions to certificates, and NGA sections 4(b) and 5(a), which prohibit undue discrimination or preference in rates, charges, or practices.

Among the cases cited in support of the Commission's authority under the NGA to impose the non-discriminatory access condition are: *Gulf Oil Corporation v. FPC*, 563 F.2d 588, 596-97 (3rd Cir. 1977) and *American Trucking Association, Inc. v. Atcheson, Topeka, & Santa Fe Railway Company*, 387 U.S. 397 (1967). Process Gas Consumers Group (PGC) also cites several cases in which the courts have read NGA section 7 very broadly to uphold certificate conditions imposed by the Commission: *Atlantic Refining Company v. PSC*, 360 U.S. 378 (1959); *Transcontinental Gas Pipeline Co. v. FERC*, 589 F.2d 186, 190 (5th Cir. 1979), *cert. denied*, 445, U.S. 915 (1980) (conditioning of certificates to ensure appropriate allocation of risk); and *Alabama-Tennessee Natural Gas Co. v. FPC*, 203 F.2d 494 (3rd Cir. 1953) (imposition of rate conditions).

The main argument of the commenters that oppose the non-discriminatory access provision is that the condition would, in effect, subject interstate and intrastate pipelines to regulation as common carriers. According to these commenters, while participation in the self-implementing program may be voluntary, participation for all practical purposes is mandatory because pipelines will be forced by economic and competitive necessity to participate in the program in order to remain financially viable. Others argue that the non-discriminatory access provision could have the effect of imposing increased costs on customers, such as take-or-pay costs when transportation displaces sales.

Furthermore, these commenters argue that the Commission does not have legal authority to apply the condi-

tion to either certificates issued under section 7 of the NGA or self-implementing transportation authorized under section 311 of the NGPA.

Several of the commenters point to the legislative history of the NGA in support of their view that the Commission is abusing its section 7 conditioning authority in attempting to do indirectly that which Congress has expressly declined to give the Commission authority to do directly, i.e., make pipelines common carriers. These commenters point to the express ommission of common carrier authority in the legislative history of both the NGA and NGPA, as well as several legislative proposals to impose non-discriminatory access or express common carrier requirements on natural gas pipelines which have been introduced in Congress but not enacted since enactment of the NGA.

For example, Panhandle Eastern Pipe Line notes that there has been but one exception to what it perceives as Congress' long-standing reluctance to legislate common carriage by natural gas pipelines. That exception is the requirement in the Outer Continental Shelf Lands Act of 1978, 42 U.S. 1334(e) and (f), that natural gas pipelines to which the Secretary of the Interior has granted authority to transport Outer Continental Shelf (OCS) gas must provide transportation on a non-discriminatory basis. Panhandle reasons that the absence of a similar provision in the NGA or NGPA demonstrates that Congress concluded that the Commission should not have the authority to require that pipelines authorized to transport natural gas under those Acts do so in a non-discriminatory manner.

Intrastate pipelines and their state regulatory bodies assert that the access condition is an unsupportable attempt to pre-empt state regulation of intrastate activities.

Commission Response. In considering those comments that suggest the Commission lacks legal authority to

apply the non-discriminatory access condition to interstate transportation under the NGA, the Commission has reviewed the requirements of the NGA, including legislative history and relevant case law.

Section 7(e) of the NGA states, in pertinent part, that:

> The Commission shall have the power to attach to the issuance of the certificate and to the exercise of the rights granted thereunder such reasonable terms and conditions as the public convenience and necessity may require.

According to the Supreme Court:

> The Act was so framed as to afford consumers a complete, permanent and effective bond of protection from excessive rates and charges . . .
>
> . . . In view of this framework in which the Commission is authorized and directed to act, the initial certification of a proposal under § 7(e) of the Act as being required by the public convenience and necessity becomes crucial. This is true because the delay incident to determination in § 5 proceedings through which initial certificated rates are reviewable appears high interminable.

Thus, the Commission's certificate and conditioning authority is the means by which it effectuates the purpose of the NGA to underwrite just and reasonable rates to the consumers of natural gas. Any attack on a condition in a certificate issued by the Commission must confront the well-established principle that generally the Commission has extremely broad authority to condition certificates of public convenience and necessity.

This broad conditioning authority must be examined in the context of Congress' consideration of the NGA itself. It is abundantly clear from the history of the Act and from the events that prompted its adoption that Con-

gress considered the natural gas industry to be heavily concentrated and that monopolistic forces were determining the amount of natural gas that could be marketed by fixing the amount that could be transported.

Thus, section 7(e) of the NGA gives the Commission the power to attach conditions to certificates where required by the public convenience and necessity.

Beyond section 7, however, sections 4 and 5 of the NGA also prohibit unduly discriminatory or preferential practices by natural gas companies. The Commission has determined that the practice of restricting access to transportation is unduly discriminatory and preferential; and, importantly, has prevented consumers from obtaining the lowest reasonable rates for both transmission services and gas costs. Therefore the Commission intends the final rule to be an exercise of its conditioning authority to effectuate the non-discrimination requirements of the Act and to insure that consumers will obtain gas and transportation at just and reasonable rates.

Given the breadth of our section 7 conditioning authority and our obligation under sections 4 and 5, we must ask whether the proposed non-discriminatory access condition is so broad as to impose, either directly or indirectly, common carrier obligations on pipelines in violation of the NGA.

Notwithstanding the basis of the condition in sections 4, 5 and 7 of the NGA, several commenters have asserted that Congress failed to enact amendments to the NGA which would have imposed mandatory transportation requirements on natural gas pipelines, and therefore the NGA by implication does not authorize the Commission to impose common carrier status on pipelines.

Of key interest to the Commission in its review of the legislative history are sections 303 and 304 of Title III of H.R. 5423 introduced in 1935 by Representative Sam

Rayburn, Chairman of the House Committee on Interstate and Foreign Commerce.

Sections 303 and 304 of H.R. 5423 provided in pertinent part (emphasis added):

> Section 303(a). *It shall be the duty of every distributor to* furnish natural gas, to exchange natural gas with, and *transmit natural gas for any person* upon reasonable request therefor; and to furnish and maintain such services and facilities as shall promote the safety, comfort and conveniences of all its customers, employees, and the public, and shall be in all respects adequate, efficient and reasonable . . .
>
> Section 304. Whenever the Commission after notice and opportunity for hearing finds such action necessary or desirable in the public interest, *it may by order direct a distributor* to make additions, extensions, repairs, or improvements to or changes in its facilities, to establish physical connection with the facilities of one or more persons, to permit those of its facilities by one or more persons, or utilize the facilities of, sell natural gas to, purchase natural gas from, *transmit natural gas for*, or exchange natural gas with *one or more other persons* . . . [T]he Commission may prescribe the terms and conditions of the arrangement to be made between such persons, including the apportionment of reimbursement reasonably due to any of them.

If these sections would have imposed common carrier obligations on natural gas pipelines, and therefore were rejected by Congress, a principal attribute of common carrier status must be its *mandatory* nature. Thus, section 303 would have imposed an affirmative "duty" on pipelines to "transmit" natural gas "for any person." Section 304 would have provided the Commission with the concomitant authority to "by order direct" any pipeline to "transmit natural gas for . . . one or more other persons. . . ."

Sections 303 and 304 must be read in the context of sections 4(b) and 5(a) of the NGA as enacted. In contrast to proposed section 303's affirmative duty, section 4(b) flatly prohibits "any undue preference or advantage" and "any reasonable difference" in service or as between classes of service. In contrast to proposed section 304's discretion to *order* transportation, section 5(a) contains *no express authority to order transportation.* Instead, section 5 permits the Commission to find that "any rule, regulation, practice or contract" affecting transportation rates, charges or classifications is ". . . unduly discriminatory, or preferential" and thereafter fix prospectively by order the "just and reasonable . . . rule, regulation, practice or contract" to be observed.

On the one hand, sections 303 and 304 would have imposed an affirmative duty on pipelines to transport for others and backed up that duty with discretionary authority on the part of the Commission to order such transportation.

On the other hand, sections 4, 5, and 7 of the NGA attach non-discrimination obligations to the "practices" of pipelines and back up those obligations with broad conditioning authority on the part of the Commission. But the Natural Gas Act does not expressly *require* pipelines to transport for others as an affirmative duty.

We have considered whether the nondiscriminatory access condition in the final rule amounts to a "direction" or a "mandate" to pipelines to transport for others as an "affirmative duty." First, the condition is just that: A *condition* on the certification or authorization of certain self-implementing transportation services which a pipeline may *voluntarily choose to perform or not,* strictly at its own option. Thus, it does not "direct" or "mandate" a pipeline to do anything. Second, the condition, even when accepted by a pipeline as part of its self-implementing transportation program, does not impose any "affirmative duty" on a pipeline to transport. It

only requires that when a pipeline *does* choose to transport on a self-implementing basis, it must provide those transportation services in a nondiscriminatory manner. Nor does the condition cover all transportation services and thus operate as mandatory *in effect*. A pipeline remains free to seek authorization for other transportation programs not covered by the condition and the Commission will review them on a case-by-case basis.

In addition, the condition expressly applies, verbatim, the statutory prohibitions on unduly discriminatory or preferential practices, rates or charges imposed by Congress when it enacted sections 4 and 5 of the NGA.

The Commission need not decide in this rulemaking whether it may ever order transportation on a mandatory basis. The Commission plainly has broad powers to enforce the congressional directives and these powers are at their height when the Commission is fashioning a remedy for a violation of the statute or an existing regulation. *Niagara Mohawk Power Co. v. FPC*, 379 F.2d 153, 159 (D.C. Cir. 1967). But while these powers may be available in appropriate cases, there is no need to test their scope here, where the regulatory obligations are voluntarily assumed. Further the condition only applies with regard to each of the individual types of transportation service offered and does not cover transportation under existing individual section 7 certificates or new individual section 7 certificates filed outside of the optional expedited certificate procedure.

Judicial recognition of the Commission's authority to impose the non-discriminatory access condition has already been indicated in the companion cases *Maryland Peoples Counsel v. FERC*, Nos. 84-1019 and 84-1090 (D.C. Cir. 1985). In those cases, the court vacated Columbia Transmission Company's special marketing program and the Commission's rule allowing pipeline transportation for certain industrial end-users. In both instances, the court found the Commission had not justified

the programs to the extent they allowed pipelines to transport gas to some customers without requiring pipelines to furnish the same service to all customers on non-discriminatory terms.

In its order on the blanket certificate program (No. 84-1090), the court noted, *id.* at n.19, that MPC's plea that blanket transportation certificates be conditioned on non-discriminatory access records with the recommendation of the Department of Energy: "To achieve the benefits of a properly developed spot market for natural gas . . . FERC should use its authority over natural gas transportation to require pipeline companies to provide carriage on a non-discriminatory basis whenever there is idle pipeline capacity." DOE Report, *supra* p. 3, at 82. The court further noted that the Commission does not question that it has such authority, *citing Tennessee Gas Pipeline Co. v. FERC*, 689 F.2d 212, 214-15 (D.C. Cir. 1982); *Transcontinental Gas Pipe Line Corp. v. FERC*, 589 F.2d 186, 190 (5th Cir. 1979) (invoking "the well-established principle that generally the Commission has extremely broad authority to condition certificates of public convenience and necessity"), *cert. denied*, 445 U.S. 915 (1980).

Finally, we view section 311(c) of the NGPA as conferring sufficient authority to require a comparable condition under transactions authorized under that statute. The effect of NGPA section 602(b) is discussed below.

b. Authority To Impose on Interstate Transportation by Intrastate Pipelines

Comments. Interstate pipelines and state regulatory commissions cite the NGPA section 602(b) prohibition on common carrier status for section 311 transporters as an absolute ban on application of the non-discriminatory access condition to their operations. They also state that the condition is illegal under NGPA section 601(a)(2)(A), which exempts transportation by intrastate pipe-

lines under section 311(a) of the NGPA from Commission jurisdiction for purposes of section 1(b) of the NGA.

These intrastate pipelines perceive the access conditions as a back door through which the Commission may intrude on their non-section 311, purely intrastate activities. They fear that the non-discriminatory access requirements ultimately will result, if they agree on any section 311 transportation, in more and more of their capacity being obligated to section 311 transportation. Consequently, they assert, the capacity available for intrastate activities would diminish, threatening their viability in the intrastate market. Further, the rate charged by a pipeline in each new section 311 transportation arrangement would be subject to regulation by the Commission under the proposed rule. Therefore, intrastate pipelines, as well as many state regulatory agencies, view the non-discriminatory access condition as an indirect but substantial threat by the Commission to preempt state authority over intrastate pipeline activities. These commenters argue that the non-discriminatory access provision, therefore, violates NGPA sections 601(a)(2)(A) and 602(b).

Commission Response. The Commission has absolutely no intention of regulating *intrastate* transportation of natural gas. Rather, the intent of the proposed rule was simply that the same non-discriminatory access condition should apply to all transportation in interstate commerce, whether by an entity subject to FERC jurisdiction under the NGA or to other entities allowed by the Commission under the NGPA to engage in such interstate commerce without becoming subject to the NGA.

Several changes have been made in the final rule to clarify this intent. First, there is no requirement that intrastate pipelines under section 311 provide such transportation service on a firm basis. See § 284.8(a)(2). Firm transportation is not prohibited, however. In the

event an intrastate pipeline offers firm transportation then § 284.8(b) requires that it provide "such" service on a non-discriminatory basis.

Similarly, if an intrastate pipeline offers interruptible interstate transportation (under § 284.8(a)(ii)), the only obligation is to provide "such" interruptible service on a non-discriminatory basis. See § 284.9(b).

Thus, the final rule completely avoids the situation whereby in intrastate pipeline is required to offer firm service for out-of-state shippers, thus, progressively being turned into an interstate pipeline against its will and against the will of the responsible state authorities.

With regard to the rate conditions of § 284.7, the proposed rule would have required intrastate pipelines to comply with the same conditions. The final rule makes it clear that the rate conditions of § 284.7 apply only to transportation under Subparts B, G and H and not to transportation by intrastate pipelines under Subpart C. The final rule retains the pre-existing rules regarding rates for Subpart C transportation. See section 284.123. In essence, there have been no real concerns with transportation by intrastate pipelines and therefore there is no need to modify the current rules.

With regard to the comment that the non-discriminatory access condition violates section 602(b), we note that the NGPA does not define "common carrier." Section 602(b) has scant legislative history. The only mention of the purpose of section 602(b) in the Conference Agreement merely states that the House bill had provided that "the intrastate pipeline would not have been subjected to regulation as a common carrier. . . ." The Commission notes that Congress did not directly authorize section 311 transportation but gave the Commission the discretion to authorize such transportation under such terms and conditions as the Commission might prescribe under sections 311(c) and 501(a) of the NGPA.

All the Commission is doing here is ensuring that where a new entity enters into the field of offering interstate transportation services, that it do so on a non-discriminatory basis. We cannot accept the premise that section 602 (b) is a Congressional license to "intrastate pipelines" to enter into the field of interstate commerce on an avowedly discriminatory basis. Whatever else the prohibition regarding "common carrier" status may do, it does not sweep so broadly as to license unduly discrimintory rates or practices. The same conclusion applies to interstate pipelines operating under section 311.

Further, it appears from the legislative history of the NGPA that the Commission's conditioning authority under NGPA sections 311(c) and 501(a) is coextensive with the broad discretion granted to the Commission under section 7(c) of the NGA. Section 311(c) must be read in light of the fundamental intention of the NGPA to facilitate the movement of gas between the intrastate and interstate markets following a period of severe curtailment of interstate supplies coincident with ample intrastate supplies.

Hence, the Commission has determined that the nondiscriminatory access condition does not violate section 602(b).

The Commission emphasizes that it fully respects the bounds of its jurisdiction under section 1(b) of the NGA as reaffirmed by section 601(a)(2)(A) of the NGPA. The Commission does not intend that any aspect of the final rule intrude in any way whatsoever on the sound discretion of the states to regulate strictly intrastate transactions in the public interest. Nor does the Commission intend the final rule in any way whatsoever to impair the ability of intrastate pipelines to provide reliable service to their intrastate customers.

3. *The reasonableness of the non-discriminatory access condition.*

Comments. Some commenters complain that the non-discriminatory access condition is unreasonable, and therefore not authorized under law or otherwise appropriate, because it would interfere with pipelines' ability to make necessary and appropriate business decisions such as choosing a product/market mix of transportation and sales services, or declining to provide transportation services that would impair their ability to meet their obligations to existing sales customers. Intrastate pipelines state that the non-discriminatory access condition could potentially affect their ability to provide services in the intrastate market. Several commenters suggest that the harm to the reliability of existing services to pipeline customers would outweigh the benefits of the non-discriminatory access condition to new transportation customers.

Some industrial end-users state that the imposition of the non-discriminatory access requirement on intrastate pipelines is unreasonable because most state agencies already have authority with respect to intrastate pipelines to accomplish the Commission's goal in proposing the condition. These commenters point to New Mexico and other states that have enacted or are considering statutes that require non-discriminatory gas transportation.

One industrial end-user, Air Products, argues that the Commission's proposal to apply the non-discriminatory access provision to intrastate pipelines would diminish the interstate-intrastate pipeline integration achieved since enactment of the NGPA. Lack of system integration would hinder the ability of interstate pipelines and their customers to gain access to reserves connected to intrastate pipelines. Accordingly to Air Products, the undesirable effects would result because intrastate pipelines would rather forego NGPA sections 311 transporta-

tion altogether than expose all of their intrastate operations to possible Commission jurisdiction.

Other commenters, such as Oklahoma Natural Gas Company, suggest that the Commission revise the proposals to specifically limit application of the non-discrimination and firm transportation requirements to an intrastate pipeline's excess capacity in order to reassure intrastate pipelines and state regulatory agencies that the Commission will not intrude on local activities beyond its jurisdiction.

On the other hand, commenters supporting the non-discriminatory access condition assert that the condition is reasonable and absolutely necessary in order to ensure access, by pipeline customers and other shippers, to competitive priced gas supplies at the wellhead. They point to the proliferation of individual pipeline transportation programs and the expanded flexibility of the program proposed by the rule as direct benefits to pipelines which agree to the non-discriminatory access condition. Finally, they point to the history of pipeline gas purchasing practices over the last 30 years as justification for requiring pipelines who transport for others to do so on a non-discriminatory basis for all consumers.

Commisison Response. With regard to *intrastate* pipelines, we repeat what was stated above: intrastate pipelines are under no requirement to offer firm service under Subpart C, and the non-discriminatory access condition will apply only to the intrastate pipeline which provides "such" interruptible or firm service. Thus, where an intrastate pipeline offers only interruptible service, the access condition can in no way adversely affect its ability to provide firm service to intrastate customers.

With regard to *interstate* pipelines, the condition is also reasonable. First, the actual condition is voluntary. There is no requirement under the statutes or the rules that an interstate pipeline provide transportation under

the self-implementing regulations. Moreover, the condition imposes, verbatim, the statutory ban against undue discrimination. The access condition, therefore, must be included in certificates and self-implementing transportation agreements in order to assure that gas supplies and transmission services are provided as broadly as possible in response to new demands from consumers and new competition in gas markets.

In addition, the final rule expressly recognizes in §§ 284.8(c) and 284.9(c) the need for reasonable operational flexibility. Finally, the condition is imposed in the context of a rate structure under §§ 284.7 and 284.8(d) which fully contemplates self-implementing transportation. Costs will be properly allocated among services to be offered; unit rates will be designed; and the pipeline will have a reasonable opportunity to recover its prudently incurred costs by providing services for its customers. This is the core of utility ratemaking.

Thus, the access and rate conditions *prohibit* a regulated pipeline from engaging in unduly discriminatory or preferential behavior and *provide* a rate structure under which the pipeline may earn its allowed return without engaging in such behavior. To assert that such a condition is unreasonable is simply not credible.

* * * *

[50 Fed. Reg. 42433-34]

5. *Availability of access to persons outside NGA jurisdiction.—a. Condition distributor access to interstate transportation on requirement that they provide transportation to retail markets.*

Comments. Several commenters suggested that nondiscriminatory access to transportation should be available to an LDC only as a reciprocal condition on the distributor providing access through its own facilities to self-implementing transportation services under the final rule.

Commission response. The Commission declines to condition distributor access in this manner.

An argument could be made that such a condition on a non-jurisdictional entity is beyond the scope of the Commission's jurisdiction. But while we note this argument, we do not rely upon it for our ruling here. See *FPC* v. *Transcontinental Gas Pipe Line Corp.*, 365 U.S. 1 (1961) (the Transco "X-20" case) (holding that the FPC had authority to deny a transportation certificate based on the end-use of the gas at retail).

Rather, our decision is based on the fact that such a condition would bring the Commission into direct conflict with responsible state authorities. For example, as detailed above, a number of states have adopted statutes or regulations dealing with transportation services by local distribution companies. In other states the issue remains under review. A federal requirement that distributors provide a certain type of transportation service as a condition to obtaining interstate transportation could put the distributor under conflicting federal and state obligations. Thus, it is not a case where the Commission might veto on federal grounds a transaction which state public utility commissions might favor as a matter of state policy. Rather, the proposed condition would essentially mandate on federal grounds a transaction that a state may wish to forbid or to structure in a different manner.

Moreover, as noted above, questions of cost allocation and rates are intimately tied into the issue of the reasonableness of a transportation obligation. Yet we wholly lack jurisdiction over the rates of local distribution companies.

Indeed it was for the express purposes of avoiding such federal-state conflicts that Congress adopted section 1(c) (the "Hinshaw Amendment") of the NGA in 1953. The legislative history of the Hinshaw Amendment makes it

clear that it was enacted to essentially overturn a Supreme Court decision (*FPC* v. *East Ohio Gas Co.*, 338 U.S. 464 (1950)), that had interpreted the NGA to allow FPC regulation over local distribution companies. See Rep. No. 817, 83d Cong., 1st Sess. 2102 (1953). Since the proposed access condition on distributors would put us in the business of regulating rates and practices of the distributors in order to enforce the conditions, it would bring about exactly the kind of conflict the Congress intended to avoid. Accordingly, we decline to adopt it.

b. *Condition producer access to interstate transportation on requirement that they waive contractual rights under take-or-pay provisions*

Comments. Just as some commenters argued for conditioning distributor access, so at the other end of the pipeline, many (but not all) interstate pipelines urge the Commission to condition access by producers. These commenters assert that the Commission has the authority to require producers to waive contractual rights under the take-or-pay provisions of existing contracts as a condition to obtaining non-discriminatory transportation. They further assert that the exercise of such authority is reasonable to enhance the pipelines' bargaining leverage in renegotiating contracts with producers.

Commission Response. As with the request to restrict access to non-discriminatory transportation at the distribution end of the pipeline, so the Commission declines to restrict access to only certain producers. If transportation is to be available to the public on an equal and non-discriminatory basis, we cannot allow some shippers to be "more equal" than others.

In addition, for gas that has been removed from the Commission's NGA jurisdiction, there is a serious question as to whether the Commission has the authority to require a non-jurisdictional party to give up a valid contractual right as a condition to obtaining service. At the

August hearing, a number of pipeline representatives expressed the opinion that such a course of action was a "close question," or one to which a "definitive answer" could not be given.

This uncertainty is reinforced by the court cases defining the limits of the Commission authority over natural gas production. *See e.g., Shell Oil Co. v. FPC*, 566 F.2d 536 (5th Cir. 1978) (reversing FPC Policy Statement regarding "prudent operator" standard), and *Pennzoil v. FERC*, 645 F.2d 360, 380-82 (5th Cir. 1981), *cert. denied*, 454 U.S. 1142 (1982) (holding that FERC lacks the power to even interpret gas purchase agreements between producers and pipelines for the sale of gas which has been removed from NGA jurisdiction).

It is one thing for the Commission to exercise its conditioning authority over regulated natural-gas companies to require them to provide access to shippers on a nondiscriminatory basis. It is quite another to *deny* access to some shippers unless they agree to take action which is beyond our power to compel.

We also note that some pipelines continue to make progress in renegotiating their contracts with producers while others have been able to renegotiate much of their take-or-pay exposure, particularly for past periods. For example, while the potential take-or-pay liability for pipelines as a group has been estimated at $7-10 billion, actual prepayments in rate base have been far smaller. See Exhibit O. Moreover, actual prepayments in rate base in July of 1985 were over $100 million *lower* than in December of 1982. (Exhibit O.)

In addition, as noted in Table C-1, over $470 million in take-or-pay liability has been bought out for about $80 million in amounts sought to be recovered through filings with the Commission. We also note the repeated statements in the comments that negotiations remain active in this area and that the Commission's proposed "safe

harbor" rule has slowed that process rather than encouraging it. It is mainly for this reason that we have determined not to promulgate rules relating to such buy-outs.

Accordingly, under these circumstances and given the fact that conditioning access would run completely counter to the whole idea of opening up the transmission grid on a non-discriminatory basis, the Commission declines to condition producer access as suggested.

6. *Withdrawal of a pipeline from self-implementing transportation.*

Comments. Some interstate and intrastate pipelines request that the final rule permit them to discontinue or abandon their self-implementing transportation authority in the future as a matter of sound business judgment and therefore avoid the non-discriminatory access condition on all subsequent individual transportation transactions.

Other commenters, notably industrial end-users, urge the Commission to assure that pipelines do not use any "pre-grant" of abandonment authority for self-implementing transportation as a means of discriminating against shippers by moving "in and out" of a self-implementing transportation program initiated under the rule.

Commission Response. The Commission intends the self-implementing transportation authority in the final rule to provide incentives for pipelines to accept a conditioned certificate and to make use of Part 284 authorization. However, a pipeline's decision to do so is not irrevocable. The Commission does not intend to foreclose a pipeline from making a business decision to discontinue self-implementing transportation in the future and thus resume its status as a "merchant," only.

The rules governing a request to terminate all service under a Subpart G blanket certificate are the same basic

rules as apply whenever a pipeline seeks to discontinue a particular service. See 18 CFR 157.18. The Commission would review these requests on a case-by-case basis exactly as it does under the existing regulations.

With regard to transportation under Subparts B and C, the Commission declines to promulgate regulations addressing termination of service. These services are not subject to section 7(b) of the NGA and we decline to impose comparable procedures by way of a condition issued under NGPA section 311(c). Instead, the Commission will view termination of service under Subparts B and C as subject to the non-discrimination condition. For example, a decision by an intrastate pipeline to cease providing interruptible service that it has been providing under Subpart C must be non-discriminatory. In other words, the decision to terminate transportation cannot be a subterfuge to avoid the regulations. But a bona fide decision to cease providing any self-implementing transportation would be non-discriminatory.

* * * *

[50 Fed. Reg. 42434-35]

7. *Enforcement of the access conditions.*

Comments. Many producer and end-user commenters, while lauding the purpose behind the non-discriminatory access condition, nonetheless expressed doubts that its benefits would be realized without more specificity in the final rule as to what constitutes preference or undue discrimination, and how the generic standard will be enforced by the Commission on a case-by-case basis.

Commission Response. As indicated above, the Commission believes that the changes in the ratemaking structure (and the tools for addressing take-or-pay obligations), once fully implemented, should avoid any need for an extensive policing mechanism. But we recognize that there may still be instances, especially initially and espe-

cially involving transactions between affiliates, where complaints of undue discrimination may be made.

Accordingly, the Commission believes it may be helpful to provide some guidance as to the types of conduct that we consider to be unreasonable and undue under the new rules.

First, it should be stressed that the Commission intends the non-discriminatory access condition imposed in this rule to be construed broadly as a first line of defense against arbitrary or exclusionary transportation practices. For example, the Commission finds that a refusal by a pipeline to transport gas in competition with its own sales services, is unduly discriminatory or preferential and in violation of the non-discriminatory access condition.

As another example, the Commission finds that transportation tariffs, terms and conditions, including but not limited to prices, minimum volume or operational requirements, or schedules, that are designed to favor pipeline affiliates over non-affiliated shippers are preferential or unduly discriminatory practices under this rule.

Similarly, the Commission finds that arrangements by pipelines that tie or "bundle" gathering, production, storage, or other services not requested by shippers to self-implementing transportation service offered under this rule would constitute undue discrimination in violation of the non-discriminatory access condition (and probably the rate conditions, as well), if the costs of such services are not properly allocable to a fully-allocated transportation rate.

In addition, § 284.12 of the final rule includes a requirement that all pipelines operating under the new rules make yearly filings showing the estimated peak day capacity of the system under reasonably representative operating assumptions. The Commission recognizes that pipeline capacity is not a single, fixed quantity, but some-

thing that varies according to time and operating conditions. Thus, the purpose of this finding is not to establish pipeline capacity, but to allow the pipeline, itself, to determine its total capacity and to submit that determination for public review.

Finally, we note that the Commission, in setting projected levels of transportation in individual rate cases, may include the express consideration of whether complaints of undue discrimination or preference have been made concerning a pipeline's transportation practices. For example, if it is determined that a pipeline has capacity available for transportation in excess of its filed for projected levels, the Commission may take into account verified complaints that such capacity is being withheld on a discriminatory basis or is being under-utilized, and set higher projected levels as a disincentive to such discrimination or under-utilization. The Commission could also disallow the inclusion in rate base of unused assets.

Comments. Some commenters request assurances that there will be a mechanism that will permit reliable determinations as to whether pipelines are in fact providing transportation on a non-discriminatory basis. In this regard, some commenters recommend that each pipeline be required to file monthly reports listing all persons who requested transportation service during the prior month, the volumes for which transportation was requested and whether the pipeline agreed to transport and, if so, the volumes it agreed to transport.

Commission Response. The Commission recognizes the importance of ensuring that it be made aware of pipelines that are not complying with the non-discriminatory access condition. As noted above, the rate structures for self-implementing transportation, once fully implemented, help minimize the need for a special enforcement procedure. However, the Commission notes that shippers that believe they have been refused service in a discrimina-

tory manner may, and can be expected to, apprise the Commission of that allegation. Such complaints may be reviewed on an expedited basis and further appropriate action taken. In addition, as noted above, a new § 284.12 has been included in the final rule requiring an annual filing by the pipeline regarding its total capacity. This filing should assist disappointed shippers in determining whether filing of a complaint may be appropriate or not.

The Commission has determined not to extend the nondiscriminatory access condition on a generic basis to all section 7 transportation certificates at this time. The Commission does not consider undue discrimination or preference any more acceptable under individual section 7 transportation or sales certificates than under self-implementing transportation authority. However, individual section 7 transportation arrangements can be scrutinized in advance by the Commission on a case-by-case basis when they are applied for; whereas, self-implementing transportation authority permits such arrangements to proceed on a "blanket" or generic basis.

For this reason, the Commission will continue to review individual section 7 certificates on a case-by-case basis to determine whether they should or should not be subject to an express (as opposed to the statutory) nondiscriminatory access condition.

* * * *

[50 Fed. Reg. 42462-65]

B. Take-or-Pay Buy-Outs and Producer Abandonment

1. *Overview.* In Part B of the NOPR, the Commission proposed to offer pipelines a rebuttable "safe harbor" presumption of prudence for certain one-time payments made to extinguish all minimum payment or purchase obligations in certain qualifying contracts. The proposal was intended to help pipelines address take-or-pay obligations in so-called "problem contracts." The Commission

proposed that this method of handling take-or-pay payments be available only to pipelines that offer transportation on a non-discriminatory basis. The Commission proposed definitions of qualifying contracts and payments, accounting and cost recovery procedures, and filing requirements. The Commission also proposed to amend § 2.76 of its regulations, which called for a case-by-case resolution of recovery of take-or-pay payments.

The majority of commenters express great dissatisfaction with or reservations about the safe harbor presumption. Very few express support without proposing some modification. Many commenters object to the overall theory of the proposal as well as to its specific requirements. We are persuaded that an attempt to impose a regulatory solution at this time may actually aggravate the situation rather than improve it. Accordingly, we are persuaded by the comments that the prudent approach regarding take-or-pay buyouts is to retain the April 10, 1985 Statement of Policy and Interpretive Rule. We have also determined to establish additional procedural rules to be codified in a new § 2.77 to provide for expedited consideration of producer abandonment applications under the present substantive criteria.

2. *Summary of comments.*—a. General. The interstate pipelines generally believe the proposal is unworkable or inadequate, or will exacerbate the take-or-pay situation. They say financing these amounts will be difficult, and together with denial of carrying costs or return, pipelines' income will be affected. Pipelines point out that they have substantial take-or-pay exposure under large numbers of contracts, and it is doubtful that producers will agree to a buy-out of such large obligations for a modest percentage. Many pipelines believe it is likely that producers will hold out for the maximum obtainable in qualifying payments, thereby leaving large liabilities under remaining qualifying contracts to be recovered on a case-by-case basis anyway.

Various producers state the proposal will cause problems with, *inter alia*, financing, cash flow, drainage, cancellation of leases should wells not produce in "paying quantities", state proration requirements, and royalty payments. Several producers argue that without take-or-pay provisions, gas wells become, in effect, gas storage fields for pipelines. The producer cannot sell the gas since the pipeline holds the contract right to it, yet the pipeline has no obligation to take gas. According to one producer, the proposal is bad for producers as they receive some unknown percentage of a speculative unrecoupable obligation covering only two years of a contract.

Distributors and customers were also generally lukewarm about the proposal, expressing opinions ranging from flat opposition to any safe harbor arrangement, to urging the Commission to encourage existing negotiation. A distributor association believes the rule will probably increase total take-or-pay liabilities, and the proposed safe harbor formula will encourage producers to demand greater buy-out amounts.

According to one state commission, the Commission has not demonstrated either that a "safe harbor" is needed or that it will not cause more problems than it cures. The state commission says pipelines are now renegotiating take-or-pay, often for pennies on the dollar, and, by presuming prudent set percentages, the Commission may actually raise buy-out costs and hinder the restructuring of the industry.

Another state commission references an offer of settlement made by Northern Natural Gas Company, a Division of HNG-InterNorth, in which Northern proposed a permanent tariff permitting any distributor on its system to convert sales into transportaton service. The state commission notes that Northern's proposal is not conditioned on the availability of safe harbor or other NOPR incentives, the costs of which would be borne primarily

by a pipeline's captive customers. It believes the simple fact that the proposal exists demonstrates that the NOPR incentives are unnecessary.

Some commenters believe that the current negotiation process, market forces or both are sufficient to resolve the take-or-pay problem. The Department of Energy fears the safe harbor rule may be so mechanical as to distort ongoing and future negotiations and to undermine the efficient operation of market forces.

Many of the comments reflect the view that present procedures are working to realign contract rights and obligations. Commenters from a broad spectrum of the industry assert that the present system of renegotiating take-or-pay provisions under the guidelines of the April 10, 1985 Statement of Policy is working well, and that the Commission should encourage this process. A strong reaffirmation of the Policy Statement is recommended by several commenters.

b. Legal Authority and Applicability of the Presumption

A few commenters address the Commission's legal authority to establish such a presumption. Several commenters point out that under section 4 of the NGA pipelines have the burden of proving their rates to be just and reasonable. Consequently, the safe harbor presumption conflicts with this stautory standard. One commenter says that it discerns no rational reason for a presumption that qualifying lump-sum payments would be deemed prudent. It urges that the Commission require pipelines to meet the traditional just and reasonable standard and shoulder the burden of proof.

The Commission proposed that the safe harbor presumption apply to future payment or purchase obligations. However, the Commission recognized that past and/or current take-or-pay prepayments may affect a pipeline's current and future business decisions. The

Commission specifically requested comments on whether the safe harbor presumption should be expanded to include previously incurred and outstanding liabilities.

Many commenters suggest, if there is to be a safe harbor presumption, the Commission should expand it for additional categories of take-or-pay obligations. A number of commenters advocate extending the presumption as the Commission proposed, with the same percentage level for qualifying payments.

Several commenters propose that neither the safe harbor presumption nor amortization of take-or-pay payments apply to any payments made by a pipeline to its production division/affiliate. They suggest the pipelines should have the burden to prove the prudence of payments to affiliates, or, payments to affiliates could be limited to the average of all other supplier payments. One distributor asserts there is no rational basis for permitting a pipeline to charge the consuming public for this buy-out of a contract it negotiated with itself.

c. Requirement That all Obligations be Extinguished

Many commenters object to the requirement that payments must extinguish *all* obligations under a contract. "Onerous," "extreme," and "unworkable" are but a few of the terms used to describe this requirement. They request the Commission to consider extending the presumption to *buy-downs*, i.e., partial extinguishment, of take-or-pay obligations. Several suggest the safe harbor presumption apply to payments which lower the take-or-pay level to at least 50%. They note that take-or-pay provisions play a role in a producer's financing of its operations, maintaining of lease rights, royalty payments, etc.

Producers were especially reluctant to give up all take-or-pay. A major producer group suggests that contract provisions which set the maximum percentage of deliverability as the minimum contract quantity, e.g., the 75

percent prescribed in the 1982 Policy Statement, be eligible for the safe harbor presumption.

d. Requirement That Pipelines Offer Transportation

The Commission proposed that the safe harbor presumption be available only to those pipelines that agree to offer transportation services on a non-discriminatory basis as discussed in Parts A and C of the NOPR. Relatively few persons commented on this aspect of the NOPR.

A coalition of industrial users fully supports the condition and says the safe harbor presumption should be reserved solely for such pipelines. A major producer, however, argues that the presumption should not be limited just to those pipelines which choose to be transporters, and that it would be discriminatory to differentiate among pipelines for purposes of take-or-pay settlements. A major pipeline also believes the measure should be available to *all* gas purchasers, not simply those pipelines which are willing to accept consequences such as giving up their contract demand rights.

e. Qualifying Contracts

Only certain first sales contracts—"qualifying contracts"—were eligible for the safe harbor presumption under the proposed rule. In § 161.2(a), the Commission defined "qualifying contract" as:

> A contract for a first sale of natural gas entered into before January 1, 1982, the primary term of which will continue beyond January 1, 1986.

A significant number of commenters address the cut-off date for determining qualifying contracts. Many support the Commission's proposed January 1, 1982 date.

Several commenters propose that all first sales contracts entered into prior to the effective date of this final

rule should be deemed qualifying contracts. Others suggests [*sic*] May 30, 1985, the date of the notice issued.

f. Minimum Purchase of Payment Obligation

In proposed § 161.2(b), the Commission defined "minimum payment or purchase obligation" as the mathematical product of:

> (1) The minimum take-or-pay quantities specified in a qualifying contract for the time period remaining in the primary term of such contract after January 1, 1986, multiplied by
>
> (2) The contract price for such quantities.

Many commenters believe calculation of the minimum payment or purchase obligation will be difficult, if not impossible. Several point out that many natural gas contracts do not specify a minimum take in terms of fixed volume of gas, but provide for a yearly calculation of take based on well deliverability.

g. 1986-1987 Unrecoupable Obligation

The Commission defined "1986-1987 unrecoupable obligation" as those minimum payment or purchase obligations of a pipeline which are reasonably estimated to (1) obtain under all of a pipeline's qualifying contracts for a two-year period commencing January 1, 1986 and (2) not be recouped under the terms of the contract.

Many commenters complain that this term is not adequately defined. A producer states the arbitrary two-year period is not representative of the remaining years in gas purchase contracts in any event. Many commenters point out that calculating the amount likely to be unrecoupable will be difficult since no one knows now the extent of reductions in contract demand.

h. Qualifying Payments

The Commission proposed to set certain percentage limitations on the amount of payments that may be deemed prudent. For qualifying contracts with a primary term remaining of five years or less on December 31, 1985, the Commission proposed that total qualifying payments be no more than X percent of a pipeline's total 1986-1987 unrecoupable obligation. For qualifying contracts with a primary term of more than five years, the Commission proposed Y percent. The Commission specifically requested comments on what the X and Y percentages should be.

Approximately half of the commenters on this issue set forth, in differing levels of detail, specific proposals on the qualifying payments formula. The proposals range from 0 to 50 percent. A sub-group of these commenters disagrees with the Commission and argues that a single X percent, rather than X and Y, should be used for ease of administration of the rule. Another small group of commenters on this issue recommends that the Commission undertake further procedures (*e.g.*, a supplemental rulemaking devoted to the development of the X and Y percentages, or an analysis of all pipelines' expected unrecoupable obligations). Another group of roughly half the commenters on this issue, predominantly pipelines, argues that no fair percentages for X and Y could be set.

The majority of commenters assert that these percentages, while intended to be ceilings, would quickly become floors in the negotiations with producers. Several commenters recall that NGPA Title I "maximum" lawful prices quickly became the uniform prices.

i. Allocation of Qualifying Payments

The Commission requested comments on how the costs of the qualifying payments should be allocated. The ma-

jority of commenters appear to favor some sort of allocation between sales and transportation.

A number of commenters are adamant that responsibility for the costs of buying out take-or-pay obligations rests upon the customers that caused the pipeline to incur the obligation. They argue that the pipelines procured gas supplies for the benefit of their existing customers and are experiencing the present take-or-pay problems due to efforts to augment supply and meet their service obligations.

3. *Commission response.*—a. Decision not to promulgate Part B. We continue to believe that current and future take-or-pay obligations could possibly impede development of a more competitive gas market. In our April 10, 1985 Statement of Policy we responded to the information obtained through the Notice of Inquiry and our own observations of the gas market. We delineated the basic approach we intended to adopt toward solving the take-or-pay problem. As the comments to the NOPR point out, many producers and pipelines are currently renegotiating contracts under the guidance of the Policy Statement.

All segments of the industry responded to this portion of the rule. While virtually all commenters agree that take-or-pay obligations remain a problem for the industry, they are clearly unhappy with the safe harbor proposal as an additional means to resolve it. Many feel it is unworkable, or inadequate. Others are concerned that it will hinder, or even halt, the contract renegotiation that is underway between pipelines and producers. Many fault the requirements for eligibility as too rigid or mechanistic. Finally, many commenters urge us not to implement the proposed safe harbor rule, or to maintain the status quo.

As we stated briefly in the beginning of this section the imposition of a generic rule to handle take-or-pay

buyouts at this time will not improve the take-or-pay problem and may actually aggravate the situation. In particular, we have no wish to upset current renegotiations. Therefore, in light of the many concerns raised by the written comments and at the public hearing, we will not promulgate Part B as proposed. Instead, and as requested by a number of commenters, we reaffirm our April 1985 Policy Statement. We shall clarify that those guidelines also apply to settlements of future take-or-pay obligations.

We note that pipelines have been successful in buying out past incurred take-or-pay liabilities in a number of instances. See Table C-1 below. [Table omitted]

These arrangements appear to have provided the parties the greatest flexibility to deal with some particularly difficult contractual problems. Accordingly, we have determined that the proven course at the present time is to take no substantive action in this area.

b. Conditioning Producer Access to Transportation

Some commenters, mainly pipelines and local distribution companies, have suggested the Commission consider addressing existing high-cost take-or-pay "problem contracts" as an alternative means of removing the distortions of rolled-in pricing. The Commission has before it in other dockets specific petitions which variously urge it to declare certain take-or-pay provisions in high-cost gas contracts void and unenforceable as against public policy, or to approve pipeline purchase cut-back programs. In addition, many commenters have urged the Commission to require producers to waive take-or-pay claims as a condition to the producer obtaining open and non-discriminatory transportation by interstate pipeline. The Commission has declined to seek to follow this approach. As the reasons were detailed in the discussion of the transportation rules above, the explanation for the decision will not be repeated here.

* * * *

Nos. 87-976, 87-977, 87-979

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IN THE

Supreme Court of the United States

OCTOBER TERM, 1987

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

TEXAS EASTERN TRANSMISSION CORPORATION,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

CITY OF WILLCOX, ARIZONA, and
ARIZONA ELECTRIC POWER COOPERATIVE, INC.,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

On Petitions for Writ of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

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BRIEF IN OPPOSITION OF RESPONDENT MARYLAND PEOPLE'S COUNSEL

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March 16, 1988

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QUESTION PRESENTED

May the Federal Energy Regulatory Commission condition natural gas transportation services in order to prevent undue discrimination and the abuse of monopoly power by interstate natural gas pipeline companies.

PARTIES TO THE PROCEEDING

The Maryland People's Counsel adopts by reference the list of the parties to the proceedings below as set forth at pages (ii) through (v) of the Petition For Writ Of Certiorari filed in Case No. 87-977 by Petitioner Texas Eastern Transmission Corporation.

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IN THE

Supreme Court of the United States

OCTOBER TERM, 1987

No. 87-976

INTERSTATE NATURAL GAS ASSOCIATION OF AMERICA,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

No. 87-977

TEXAS EASTERN TRANSMISSION CORPORATION,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

No. 87-979

CITY OF WILLCOX, ARIZONA, and
ARIZONA ELECTRIC POWER COOPERATIVE, INC.,
Petitioner,

v.

FEDERAL ENERGY REGULATORY COMMISSION,
Respondent.

On Petitions for Writ of Certiorari to the United States Court of Appeals for the District of Columbia Circuit

BRIEF IN OPPOSITION TO PETITIONS FOR A WRIT OF CERTIORARI TO THE UNITED STATES COURT OF APPEALS FOR THE DISTRICT OF COLUMBIA CIRCUIT

The Respondent, the Maryland People's Counsel ("MPC"), files this brief in opposition to the following petitions for writ of certiorari: Interstate Natural Gas Association of America v. Federal Energy Regulatory Commission, No. 87-976; Texas Eastern Transmission Corporation v. Federal Energy Regulatory Commission, No. 87-977; and, City of Wilcox, Arizona and Arizona Electric Power Cooperative v. Federal Energy Regulatory Commission, No. 87-979. Each petition seeks review and reversal of the same portion of the decision of the United States Court of Appeals for the District of Columbia Circuit in *Associated Gas Distributors v. Federal Energy Regulatory Commission,* 824 F.2d 981 (D.C. Cir. 1987).

MPC is an agency of the State of Maryland legislatively mandated to represent the interests of Maryland's residential and noncommercial users of natural gas and other regulated utility services before federal and state agencies and the courts. Md. Ann. Code, art. 78, §15 (1980). MPC was a petitioner in the proceedings below. MPC does not agree with petitioners' assertion that the opinion below unlawfully imposes common carrier status on interstate natural gas pipeline companies. The decision below correctly holds that the Federal Energy Regulatory Commission may condition natural gas transportation services by interstate pipelines in order to remedy unduly discriminatory and anticompetitive behavior on the part of the pipelines.

OPINIONS AND ORDERS BELOW

MPC adopts the listing of opinions and orders below as set forth on page 2 of the Petition For Writ Of Certiorari in Case No. 87-976 by Petitioner Interstate Natural Gas Association of America.

JURISDICTION

The judgment of the court below was entered on June 23, 1987. Orders denying petitions for rehearing and suggestions for rehearing *en banc* were entered on September 15, 1987.

The petitioners invoke the jurisdiction of this Court pursuant to 28 U.S.C. §1254(1).

STATUTES INVOLVED

MPC adopts the listing of statutes set forth on page 3 of the Petition For Writ Of Certiorari in Case No. 87-976 by Petitioner Interstate Natural Gas Association of America.

STATEMENT OF THE CASE

In October of 1985, the Federal Energy Regulatory Commission ("the Commission") promulgated Order No. 436.[1] Based on an extensive record, the Commission concluded, *inter alia,* that: (1) certain programs authorizing interstate pipeline companies to provide gas transportation services were unduly discriminatory; and, (2) these programs allowed the pipelines to abuse their monopoly power to the detriment

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[1] The Commission's Order No. 436, reviewed by the court below, is set forth at 50 Fed. Reg. 42,408 (October 18, 1985). Related orders are: (1) Order No. 436-A, 50 Fed. Reg. 52,217 (December 23, 1985); (2) Order No. 436-B, 51 Fed. Reg. 6398 (February 24, 1986); (3) Order No. 436-C, 51 Fed. Reg. 11,566 (April 4, 1986); (4) Order No. 436-D, 51 Fed. Reg. 11,569 (April 4, 1986); and, (5) Order No. 436-E, 51 Fed. Reg. 11,566 (April 4, 1986).

of consumers. In order to remedy the past abuses and to prevent the recurrence of these abuses, the Commission exercised its statutory authority to regulate pipelines by attaching certain conditions to certificates authorizing the provision of natural gas transportation services. Thus, Order No. 436 requires that transportation of natural gas pursuant to either a "blanket" certificate of public convenience and necessity issued pursuant to Section 7 of the Natural Gas Act, 15 U.S.C. §717f,[2] or Section 311 of the Natural Gas Policy Act, 15 U.S.C. §3371,[3] must be performed on a nondiscriminatory basis. Simply stated, this "open access" condition provides that an interstate pipeline may not discriminate among its customers in providing gas transportation services.

Historically, pipelines purchased gas from producers, then resold it to local distribution companies ("LDCs") for further resale to ultimate end-users, including residential, commercial and industrial consumers. This traditional "merchant" function combined the sale of the gas with the transportation service necessary to move the gas from the producer to the pipelines' customers. Pipelines did not generally offer their customers transportation services for gas purchased from third parties.

In 1983, the Commission issued so-called "blanket" certificates to interstate pipelines authorizing the transportation of gas to fuel-switchable customers.[4] "Blanket" authorization eliminated the requirement that pipelines obtain individual approval for each proposed transaction, a time-consuming

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[2] The Natural Gas Act of 1938 ("NGA"), 15 U.S.C. §§717-717z (1982).

[3] The Natural Gas Policy Act of 1978 ("NGPA"), 15 U.S.C. §§3301-3432 (1982).

[4] *See Columbia Gas Transmission Corporation*, "Findings And Order After Statutory Hearing Granting Interventions And Issuing Certificate Of Public Convenience And Necessity," 25 F.E.R.C. (CCH) ¶61,220 (1983); *Interstate Pipeline Blanket Certificates For Routine Transactions*, "Final Rule, Order No. 234-B," 24 F.E.R.C. (CCH) ¶61,099, FERC Statutes and Regulations, (CCH) ¶30,476 (1983); and, *Sales And Transportation By Interstate Pipelines And Distributors*, "Final Rule, Order No. 319," 24 F.E.R.C. (CCH) ¶61,100, FERC Statutes And Regulations, (CCH) ¶30,477 (1983).

and often costly process. The "blanket" certificates authorized transportation programs which allowed customers with the ability to utilize an alternate fuel (usually oil) to negotiate directly with producers for gas at a price well below that of the pipelines' gas supplies, and to have these "third party" gas purchases transported by the pipeline. However, LDCs, which serve primarily residential and commercial customers, were barred from participating in these programs. Because they were unable to utilize either alternate fuels or pipeline transportation services, these customers, sometimes referred to as "captive" customers, were forced to meet their needs through purchases of the pipelines' high-priced gas.

MPC challenged these programs, arguing that they unlawfully discriminated against captive customers. MPC argued that the programs fostered the abuse of the pipelines' monopoly power by allowing the pipelines to segment their markets, selling gas at above-market prices to captive customers while collecting transportation revenues from fuel-switchable customers. In a series of cases commonly known as the *Maryland People's Counsel* cases,[5] the United States Court of Appeals for the District of Columbia Circuit found these programs to be both "unduly discriminatory" and "anticompetitive." The Court held that transportation programs giving customers access to market-priced gas could not be limited to fuel-switchable customers, but must be offered to LDCs and other captive customers on nondiscriminatory terms. *MPC I*, 761 F.2d at 774-79; *MPC II*, 761 F.2d at 789.

In response to the *MPC* cases, as well as other significant changes in the natural gas industry, the Commission promulgated Order No. 436. That Order required that a pipeline requesting "blanket" authorization to transport third party, market-priced gas may do so only on a nondiscriminatory

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[5] *Maryland People's Counsel v. FERC*, 761 F.2d 768 (D.C. Cir. 1985) ("MPC I"); *Maryland People's Counsel v. FERC*, 761 F.2d 780 (D.C. Cir. 1985) ("MPC II"); *Maryland People's Counsel v. FERC*, 768 F.2d 450 (D.C. Cir. 1985) *("MPC III")*; collectively referred to as the *"Maryland People's Counsel"* or *"MPC"* cases.

basis. Numerous parties challenged various aspects of Order No. 436, and on June 23, 1987, the United States Court of Appeals for the District of Columbia Circuit rendered its decision in *Associated Gas Distributors v. Federal Energy Regulatory Commission,* 824 F.2d 981. This decision upheld the Commission's authority to condition gas transportation services so as to prevent discriminatory and anticompetitive behavior, but vacated Order No. 436 on other grounds. On August 7, 1987, the Commission rendered interim Order No. 500, which reimplemented the open access condition, and responded to other concerns of the court below.[6]

SUMMARY OF ARGUMENT

The petitioners seek reversal of those portions of the decision below which uphold open access conditioning of pipeline transportation services, arguing that this portion of Order No. 436 drastically changed the natural gas industry and unlawfully changed the traditional merchant function of interstate pipelines. With respect to the former, it is true that dramatic changes are taking place within the natural gas industry. Order No. 436 may be viewed as both a result and a cause of these changes. However, to the extent these changes are the result of lawful actions by the Commission, they provide no basis for a grant of certiorari.

With respect to the latter, the petitioners allege that the decision below affirmed an unlawful exercise of the Commis-

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[6] *Regulation Of Natural Gas Pipelines After Partial Wellhead Decontrol,* "Interim Rule And Statement Of Policy, Order No. 500," 52 Fed. Reg. 30,334 (August 14, 1987).

sion's authority. They argue that the imposition of an open access condition on the certificates which authorize pipelines to provide gas transportation services is tantamount to the imposition of common carrier status. In addition, the petitioners argue that pipelines have no choice but to abandon their traditional merchant function and become open access transporters. These arguments do not provide a sound basis for issuance of the writ. Quite simply, neither the Commission's Order nor the decision below compels a pipeline to provide transportation services. Indeed, pipelines may continue to operate in the more traditional merchant mode, ignoring Order No. 436 entirely. All that Order No. 436 provides is that *if* a pipeline voluntarily chooses to request blanket authorization to perform transportation services, it must provide such services on a nondiscriminatory basis.

The decision below, consistent with well-established principles of law, holds that the Commission may condition pipelines' requests to provide gas transportation service so as to prevent undue discrimination, to remedy past anticompetitive behavior by the pipelines, and to promote competition within the gas industry. These findings are not only consistent with the express language of the NGA and NGPA, but with the Congressional intent which underlies the enactment of those statutes.

The imposition of a condition on transportation authorization granted in response to a voluntary request is not tantamount to imposing common carrier status on pipelines. Even if the Commission may not compel pipelines to provide transportation services (a point which MPC does not concede), the Commission may withhold requested authorization to transport gas unless the pipeline agrees to provide such service in a manner which is neither unduly discriminatory nor anticompetitive. It is well settled that pipelines do not have an unfettered right to provide transportation and other services on only such terms and conditions as they may themselves dictate. Rather, the Commission may issue remedial orders and attach conditions to certificates which further the purposes of the NGA and NGPA.

REASONS FOR DENYING THE WRIT

A. The Commission May Condition Certificates Authorizing Transportation Services So As To Prevent Discriminatory And Anticompetitive Practices

The petitioners challenge the Commission's authority to condition transportation certificates on open access, arguing that this condition compels pipelines to serve as common carriers. The merits of petitioners' common carrier arguments are discussed *infra*. However, it is appropriate to first address the Commission's authority to act so as to prevent discriminatory and anticompetitive behavior on the part of interstate pipelines.

It is true, as petitioners state, that agencies possess only those powers expressly bestowed on them. *See, e.g., Lyng v. Payne,* 476 U.S. 926, 937 (1986); *Civil Aeronautics Board v. Delta Air Lines, Inc.,* 367 U.S. 316, 322 (1961). However, contrary to the petitioners' assertions, the Commission has express authority, of both a broad and a specific nature, to prevent and remedy anticompetitive and unduly discriminatory behavior.

The Commission is granted broad authority by both the NGA and the NGPA to protect consumers from pipeline abuses. The Supreme Court has recognized that the NGA "was so framed as to afford consumers a complete, permanent and effective bond of protection from excessive rates and charges." *Atlantic Refining Co. v. Public Service Commission,* 360 U.S. 378, 388 (1959). Moreover, as revealed by the legislative history, a fundamental purpose of the NGA is to protect interstate gas consumers from the pipelines' monopoly power. *See,* S. Doc. No. 92, part 84A, 70th Cong., 1st Sess. 588-91 (FTC Utility Corporation Rep. 1935). Similarly, the Supreme Court has observed that the NGPA preserved the Commission's NGA authority to control pipeline practices so as to prevent the abuse of monopoly power. *Public Service Commission v. Mid-Louisiana Gas Co.,* 463 U.S. 319, 327-31 (1983).

To further its broad mandate to protect consumers, the Commission was given specific authority to condition pipeline services which it authorized pursuant to the NGA and NGPA. Section 7(c) of the NGA imposes an affirmative duty on pipelines to obtain certificate authorization from the Commission prior to performing a service such as natural gas transportation. The Commission, however, is not *required* to authorize such services under the terms requested by the pipeline; it may deny or condition the authority requested so as to prevent even temporary harm to the consuming public. *See. e.g., MPC I,* 761 F.2d at 778; *Atlantic Refining Co. v. Public Service Commission,* 360 U.S. at 392. The NGPA gives the Commission similar authority to impose "such terms and conditions as the Commission may prescribe" on transportation performed pursuant to Section 311, 15 U.S.C. §3371.

The power to regulate discriminatory and anticompetitive practices is not derived by implication, but is expressly set forth in both the NGA and the NGPA. As observed by the court below, the NGA expressly addresses such behavior:

> The Act fairly bristles with concern for undue discrimination. Section 4 prohibits any "undue preference" and any "unreasonable difference in rates, charges, service, facilities, or in any other respect," and empowers the Commission to review tariffs filed by pipelines in order to reject ones violating the prohibition. 15 U.S.C. §717c (1982). Section 5—the primary authority invoked by the Commission here—directs the Commission to adopt corrective measures whenever it finds a "rate, charge or classification," or any "rule, regulation, practice, or contract" affecting the same, to be "unjust, unreasonable, unduly discriminatory, or preferential." *Id.* §717d.

(J.A. 26a).[7] The authority to impose a condition which prohibits undue discrimination and fosters competition is well within the Commission's NGA powers. Moreover, where, as here, the Commission utilizes its NGA Section 5 powers to remedy past discriminatory and anticompetitive behavior, the agency's discretion is, "if anything, at zenith." *Niagara Mohawk Power Corp. v. FPC,* 379 F.2d 153, 159 (D.C. Cir. 1967).

The power to regulate such behavior is also expressly authorized by Section 311 of the NGPA, 15 U.S.C. §3371. Section 311(c) provides that any transportation service conducted pursuant to Section 311(a) may be conditioned on such terms and conditions as the Commission authorizes. As discussed *supra,* the NGPA preserved the Commission's authority to prevent the abuse of monopoly power by pipelines. *See Public Service Commission v. Mid-Louisiana Gas Co.,* 463 U.S. at 327-331. Section 311 provides the means for the exercise of this authority.

In the past, the Commission had refused to exercise its powers to require nondiscriminatory access to transportation services offered by pipelines. Instead, the Commission granted pipelines the authority to provide gas transportation service to customers of their choice, i.e., fuel-switchable customers.[8] The results were predictable: when the price of the gas sold by the pipelines rose to levels in excess of the cost of alternate fuels, the pipelines offered to provide gas transportation services to those customers with alternate fuel capability. This enabled the pipelines to avoid the loss of transmission revenues they would suffer if these customers switched to other fuels and abandoned the pipelines entirely. At the same time, the pipelines refused to offer transportation services to LDCs and other captive customers, assuring themselves a market for their over-priced gas. *MPC I,* 761 F.2d at 771-73; *MPC II,* 761 F.2d at 783-85.

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[7] Joint Appendix citations are to the "Joint Appendix To Petitions For Writ of Certiorari To The United States Court Of Appeals For The District Of Columbia Circuit" filed by the petitioners.

[8] See footnote 4 and accompanying text *supra.*

The decisions in *MPC I* and *MPC II* held such programs to be anticompetitive and, therefore, unduly discriminatory under the NGA. In *MPC II*, the court directed the Commission to "fully consider and reasonably analyze the competitive concerns raised," vacating the programs "to the extent that they allow transportation of direct-sale gas to fuel-switchable, non-'high-priority' endusers without requiring pipelines to furnish the same service to LDCs and captive consumers on non-discriminatory terms." 761 F.2d at 789 (footnote omitted). The court further held that in approving these programs, the Commission failed to attend to its "prime constituency—the consumers whom the Natural Gas Act . . . was designed 'to protect . . . against exploitation at the hands of natural gas companies.' " *Id.* at 781 (citations omitted).

Following the *MPC* cases, the Commission undertook an extensive review of its transportation policies. In Order No.436, the Commission made specific findings, based on an extensive evidentiary record, that pipelines had exercised monopoly control over their facilities to either protect or gain an advantage in the marketing of their own gas. It was further found that the existing regulatory structure had failed to assure that the benefits of competition would reach all segments of the consuming market. Thus, existing transportation programs were found to be unjust, unreasonable, and unduly discriminatory pursuant to Section 5 of the NGA. The Commission concluded that permitting transportation services to be offered on a basis which would have the effect of granting any pipeline an exclusive franchise to provide self-implementing or blanket certificate transportation to any particular class of customers (to the exclusion of others) would violate the NGA and NGPA. 62 Fed. Reg. at 42, 426–27.

The court below correctly held that the Commission may lawfully condition pipeline transportation services to prevent their use as a tool to exploit consumers. *See, MPC II,* 761 F.2d at 781. The Commission has the authority to permit pipelines to transport gas conditioned as necessary to fulfill the Commission's NGA and NGPA obligations. Indeed, as found in the

MPC cases, a failure to so condition transportation services clearly violates this mandate. Thus, because the Commission has done no more than exercise its lawful powers, there is no need for this Court to exercise its discretion to review the decision below.

B. Neither Order No. 436 Nor The Decision Below Imposes Common Carrier Status On Pipelines

1. Order No. 436 Does Not Compel Pipelines To Provide Transportation Services

Citing this Court's decision in *FCC v. Midwest Video Corp.*, 440 U.S. 689 (1979), petitioners argue that the imposition of an open access condition is equivalent to an obligation to provide service without discretion; an obligation the petitioners describe as the essence of common carriage. This argument fails at the outset because it does not recognize that a second condition must also be met for common carrier status to exist: the party on whom the obligation is imposed must be *compelled* to provide service. In *Midwest Video*, cable television system operators were divested of *all* discretion to determine who could use certain channels. Programming choices were shifted to the user, and the operator was completely stripped of the ability to decide how to use its cable system. *Id.* at 700.

In sharp contrast, neither Order No. 436 nor the decision below divests pipelines of control over their own systems. Pipelines are *not* compelled to provide transportation services. Order No. 436 fully protects the pipelines' merchant function: pipelines may choose to operate in traditional fashion, purchasing gas from producers and reselling it to local distribution companies and other end users for a "package" price which includes the commodity price for the gas and a charge for the transportation service. As an alternative, Order No. 436 allows, but does not require, pipelines to provide a separate "unbundled" transportation service, distinct from, and in addition to, any sales service offered by the pipeline. (J.A. 17a).

Obviously, the exercise of this alternative places the pipelines' sales gas in competition with gas sold by third parties. However, it also allows a pipeline to maximize throughput—and therefore, profit—by both transporting and selling gas. It cannot be overly stressed that the choice to provide transportation service is completely within the pipelines' discretion. If a pipeline so desires, it may remain as a merchant and the Commission will not compel it to provide transportation services. If it decides to offer both sales and transportation services, and it seeks "blanket" authorization to offer the transportation services, the Commission will condition the transportation authorization to prevent undue discrimination. Thus, there is no basis for the argument that the decision below compels pipelines to provide transportation service, and the decision below is not in conflict with the decision in *Midwest Video.*

2. Order No. 436 Is Consistent With The NGA's Treatment Of The Common Carriage Issue

The NGA is silent with respect to common carriage. However, the legislative history supports the conclusion that the Commission may lawfully impose conditions on a proposed service without running afoul of any alleged or implied prohibition against the imposition of common carrier status on pipelines. The petitioners place heavy reliance upon the fact that Congress did not adopt proposed NGA provisions requiring natural gas companies to transport gas for any person upon reasonable request, and authorizing the Commission to *order* them to do so. H.R. 5423, 74th Cong., 1st Sess., §§303, 304 (1935). Based solely on Congress' failure to enact these provisions, petitioners not only conclude that the Commission cannot impose common carrier status on pipelines, but that it cannot condition a voluntary request to provide transportation services so as to prevent discriminatory and anticompetitive behavior. It is unnecessary to address the former conclusion because the latter conclusion is clearly in error.

At most, the legislative history indicates that Congress' concern with the common carriage issue was only to assure

that pipelines would not be *required* to operate as common carriers. The legislative history does not, however, indicate that Congress intended to allow pipelines to act in a decidedly discriminatory fashion with respect to gas transportation services. The draft provisions simply demonstrate that Congress declined to enact provisions *specifically* granting the Commission the authority to *require* pipelines to become common carriers. The proposed Section 303(a) made it "the *duty* of every distributor to transmit natural gas for any person upon reasonable request therefore," and the proposed Section 304 gave the Commission authority to "*direct* a distributor to transmit natural gas for, or exchange gas with, one or more persons." (emphasis added). In contrast to these provisions, Order No. 436 does not impose a duty on pipelines to transport gas for anyone, nor has the Commission directed the pipelines to transport gas for others.

Thus, the legislative history demonstrates that Congress declined to specifically authorize the Commission to compel pipelines to become common carriers. However, as the court below correctly concluded, "it affords weak—almost invisible—support for the idea that the Commission could under no circumstances whatsoever impose obligations encompassing the core of a common carriage duty," particularly given the fact that "in the NGA Congress affirmatively [gave] the Commission power to stamp out undue discrimination. . . ." (J.A. 25a–26a). As discussed *supra*, this is the power the Commission exercised in promulgating the open access condition. (J.A. 26a).

Inconclusive legislative history cannot be utilized to supply a provision not enacted by Congress. *United States v. American College of Physicians*, 475 U.S. 834, 846–47 (1986). Consistent with this principle, nothing in the legislative history indicates that it was Congress' intent to limit the Commission's ability to condition certificated services to remedy behavior found to be unlawful and contrary to the express purposes of the NGA.

3. Order No. 436 Is Consistent With The NGPA's Treatment Of The Common Carriage Issue

One of the purposes of the NGPA was to eliminate the regulatory barriers between the interstate and intrastate natural gas markets. Indeed, the legislative history indicates that Sections 311 and 602(b)(2) were designed to "facilitate . . . development of a national natural gas transportation network without subjecting intrastate pipelines, already regulated by State agencies, to FPC regulation over the entirety of their operations." H.R. Rep. No. 543, 95th Cong., 1st Sess. 45 (1977). (J.A. 34a). Section 311(a), 15 U.S.C. §3371a, permits Commission authorization of transportation by an interstate pipeline on behalf of an intrastate pipeline of LDC, and by an intrastate pipeline on behalf of an interstate pipeline or LDC. Section 311(c), 15 U.S.C. §3371(c), specifically provides:

> Any authorization granted under this section shall be under such terms and conditions as the Commission may prescribe.

Order No. 436 conditions Section 311 transportation services on open access. Petitioners argue that such conditioning runs afoul of Section 602(b) of the NGPA, which provides:

> (b) Common carriers. No person shall be subject to regulation as a common carrier under any provision of Federal or State Law by reason of any transportation—
>
> (1) pursuant to any order under Section 3362(c) or Section 3363(b), (c), (d), or (i) of this title; or
>
> (2) authorized by the Commission under Section 3371(a) of this title.

15 U.S.C. §3432(b) (1982). Petitioners argue for an expansive reading of this section, contending it raises an express and absolute bar against the imposition of any obligations which are the same or similar to the obligations imposed on common carriers. This contention is incorrect for several reasons.

First, the argument hinges on the mistaken premise that a lawful exercise of the Commission's conditioning authority is tantamount to compelling pipelines to provide transportation services to all who request it. As demonstrated above, the nondiscriminatory access condition does *not* compel pipelines to provide service; thus, Section 602(b) is simply irrelevant.

However, on its face, Section 602(b) does not support the expansive proscription favored by the petitioners. First, Section 602(b) must be read together with Section 311(c) which allows the Commission to condition NGPA Section 311 transportation on such terms as the Commission specifies. The construction urged by petitioners would read Section 311(c) out of the statute, in contravention of normal rules of statutory construction. *See Colautti v. Franklin,* 439 U.S. 379, 392 (1979), *United States v. Menasche,* 348 U.S. 528, 538–39 (1955). Moreover, the petitioners' interpretation would bar the Commission from imposing conditions requiring nondiscriminatory access on Section 311 transportation even in the face of express findings of unlawful behavior. As the court below succinctly and correctly observed:

> Congress may have intended §602 to bar FERC from conditioning §311 transportation upon assurances of nondiscrimination. We doubt it. . . . The reasonableness is underscored by FERC's broad duties to assure consumers access to natural gas at prices such as would prevail in the absence of pipeline market power and its conclusion that under the present circumstances fulfillment of that duty requires such conditioning.

(J.A. 37a) (citations omitted).

Second, Section 602 appears under the heading "Effect on State Laws." Where the meaning of a section of a statute is unclear, the title or caption of the section provides evidence of the intended Congressional scheme. *Russ v. Wilkins,* 624 F.2d 914, 922 (9th Cir. 1980), *cert. denied,* 451 U.S. 908 (1981). Interpreted together with its title, the clear intention

behind Section 602(b) was to protect pipelines choosing to provide service under Section 311 from being generally classified as common carriers, most likely by the states. Congress feared that participation in the Section 311 transportation program might be discouraged because the pipeline would find itself subject to burdensome state regulations. (*See, e.g.*, Tex. Civ. Stat. Ann. §§882–884 [Vernon 1964 and Supp. 1987] which subjects a common carrier to common law duties and a requirement to carry, for anyone, any goods of the type for which it is suited).

This valid purpose, however, does not support an interpretation which allows pipelines to discriminate at will, as the court below correctly concluded.

> A duty not to discriminate, imposed by the Commission on the basis of findings that the duty is necessary to assure consumers access to competitively priced gas, is utterly different. The imposition of the duty here facilitates the accomplishment of Congress' purposes.

(J.A. 35a). Thus, the decision below is in harmony with Section 602(b), and further review is not required.

4. Neither The Commission Nor The Court Below Has Coerced The Choice To Offer Transportation Services

Finally, petitioners argue that the choice to accept the open access condition is not a truly voluntary one. Petitioners are quick to embrace the conclusion of the court below that "when a condemned man is given the choice between the noose and the firing squad, we do not ordinarily say that he has 'voluntarily' chosen to be hanged." (J.A. 82a). However, petitioners read far too much into this observation. Contrary to petitioners' assertion, Order No. 436 presents the pipelines with a viable choice. Pipelines may either continue to operate mainly as merchants (as they have for fifty years under the Natural Gas Act), or they may become both merchants and nondiscriminatory transporters.

In discussing the Hobson's choice, the court below made it clear that *either* choice may be "fatal" to the pipelines' financial viability. Thus, a conclusion that Order No. 436 is "coerced" has no basis. Whether pipelines do or do not accept Order No. 436, the *MPC* cases stripped them of the ability to abuse their monopoly power in order to retain a market for their own over-priced gas. *MPC II,* 768 F.2d at 455; *MPC III,* 768 F.2d at 455. Thus, with or without Order No. 436, pipelines which fail to become competitive may suffer economic consequences. However, a plea to retain the power to act in an unlawful and discriminatory fashion to the detriment of consumers in order to avoid such consequences is hardly a recognized basis for the grant of certiorari.

The petitioners argue that operating without Order No. 436 transportation authority (i.e., as merchants only) would place them at a competitive disadvantage as compared to fuel oil dealers and pipelines operating pursuant to Order No. 436. This claim is wholly unsubstantiated. Pipelines which elect not to provide open access transportation may meet competition by simply offering sales prices (to all of their customers) which are competitive with alternate fuels and gas purchased from independent producers, brokers and marketers.

Federal regulation of pipelines is not designed to insulate pipelines from competition, but to protect consumers from the abuse of pipeline monopoly power. Competition, by definition, forces a company to operate in a different manner than it would choose to operate were it allowed to function as an unregulated monopolist. Competition regulates a firm's behavior in a manner which promotes economic efficiency and is ultimately beneficial to consumers. *See Northern Natural Gas Co. v. FPC,* 399 F.2d 953, 959 (D.C. Cir. 1968).

The Supreme Court has clearly held that the due process clause affords a regulated company no protection from losses inflicted by market conditions.

> All that was held is that a company could not complain if the return which was allowed made it possible for the company to operate successfully.

> There was no suggestion that less might not be allowed when the amount allowed was all the Company could earn. . . . The due process clause . . . has not and cannot be applied to ensure values or to restore values that have been lost by the operation of economic forces.

Market Street Railway Co. v. Railroad Commission, 324 U.S. 548, 566-67 (1945). Thus, the court below correctly concluded:

> Similarly, nothing in the NGA protects the pipelines from the market forces to which Order No. 436 subjects their gas marketing business, even though those forces are derived in part from a restriction on discrimination in transportation.

(J.A. 33a).

The fact that a pipeline elects to operate under Order No. 436 because it determined that it will be less successful than if it does not so elect does not mean that the pipeline has no choice. *See C. Pappas Co. v. E&J Gallo Winery,* 610 F. Supp. 662, 669 (E.D. Cal. 1985), *aff'd* 801 F.2d 399 (9th Cir. 1986). Moreover, a party cannot claim economic coercion if it has reasonable alternatives available. *See Sonnleitner v. Commissioner of Internal Revenue,* 598 F.2d 464, 468 (5th Cir. 1979). The fact that one alternative is less beneficial economically than another does not mean that alternatives were not, in fact, available. *See, e.g., Johnson, Drake & Piper, Inc. v. United States,* 531 F.2d 1037 (Ct. Cl. 1976). Order No. 436 offers pipelines clear alternatives: they may continue to perform as traditional merchants or they may choose to provide both sales and nondiscriminatory transportation services. Clearly, there is no need for this Court to review these well-settled principles.

Frost v. Railroad Commission, 271 U.S. 583 (1926), does not reflect a different principle. In that case, coercion was found where the State of California decided that a private trucking carrier could use the highways *only* if it subjected itself to state regulation. The issue was not whether the state could force the company to make a choice of what service it

would provide, but whether the company could conduct *any* business unless it subjected itself to state regulation. Pursuant to Order No. 436, pipelines may continue to function primarily as merchants, and are not required to accept an open access certificate in order to conduct *any* business. While this choice may be influenced by economic considerations, that fact alone does not render the choice involuntary or coerced. Thus, the *Frost* case is inapposite.

Indeed, this argument exposes the true basis of petitioners' claims. Pipelines are opposed to open access because their own gas supplies are priced well above market prices, rendering them incapable of competing with gas which is competitively priced. The pipelines' problems in this regard stem from so-called take-or-pay contracts, i.e., contracts which require pipelines to either "take" a certain amount of gas from a producer or "pay" for it. These contracts currently call for gas prices far in excess of current market levels. (J.A. 75a). As the court below correctly observed, this price discrepancy represents "a sunk loss of billions of dollars" and raises the question of who must bear this loss. (J.A. 76a).

The purchasing practices of pipelines which resulted in take-or-pay liabilities are highly controversial. The pipelines were *not* innocent bystanders victimized by increases in gas prices caused by third parties. Rather, they were both the responsible contracting parties *and* the direct beneficiaries of these soaring prices. *See, e.g., Office of Consumers' Counsel, State of Ohio v. FERC,* 783 F.2d 206 (D.C. Cir. 1986). The pipelines' argument is not, therefore, that they are being coerced to transport gas. Rather, their complaint is that the Commission will not allow them to provide transportation services on their own discriminatory terms so as to minimize the impact of their decisions with respect to take-or-pay contracts.

The court below was, nevertheless, sympathetic to the pipelines' take-or-pay concerns. The court vacated Order No. 436, remanding it to the Commission with instructions to "more convincingly" address the magnitude of the take-or-

pay problem and the adverse consequences likely to result from the imposition of open access conditions. The Commission, in response to the court's concerns, addressed this issue in its interim Order No. 500, where it implemented a "producer crediting mechanism" specifically designed to prevent open access transportation from exacerbating the pipelines' take-or-pay liabilities. 52 Fed. Reg. at 30,337-47. The adequacy and lawfulness of this mechanism may be challenged in future proceedings, and is not ripe for review at this time. Indeed, petitioners Texas Eastern Transmission Corporation and the Interstate Natural Gas Association of America have requested judicial review of Order No. 500.[9]

C. There Is No Conflict Between The Decision Of The Court Below And Decisions Of This Court And Other Circuits

Issuance of the writ is also urged on the basis of an alleged conflict between certain decisions of the Supreme Court, various Circuit Courts, and the decision below. The decision below is alleged to be in conflict with the following decisions: *Otter Tail Power Co. v. United States,* 410 U.S. 366 (1973) ("Otter Tail"); *Florida Power & Light Co. v. FERC,* 660 F.2d 668 (5th Cir. 1981), *cert. denied,* 459 U.S. 1156 (1983) ("FP&L"); *Richmond Power & Light v. FERC,* 574 F.2d 610 (D.C. Cir. 1978), *cert. denied,* 439 U.S. 893 (1979) ("Richmond"); *New York State Electric & Gas Co. v. New York,* 638 F.2d 388 (3rd Cir. 1980), *cert. denied,* 454 U.S. 821 (1981) ("NYSE&G"); and, *Central West Utility Co. v. FPC,* 247 F.2d 306 (3rd Cir. 1957) ("Central West"). Each of these cases is distinguishable from the decision below.

With respect to *Otter Tail,* it is true, as petitioners claim, that this Court observed that the Federal Power Commission ("FPC") was given no specific authority to order wheeling

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[9] *Texas Eastern Transmission Corporation v. FERC,* No. 87-1773, and *Interstate Natural Gas Association of America v. FERC,* No. 87-1595, pending in the United States Court of Appeals for the District of Columbia Circuit.

under the Federal Power Act[10] even though the legislation originally introduced contained common carrier provisions. The Court therefore held that there was no jurisdictional conflict between the District Court, which had ordered wheeling as a remedy for antitrust violations, and the FPC.

The decision below is not in conflict with *Otter Tail.* First, as discussed *supra,* neither the decision below nor Order No. 436 imposes common carrier status on pipelines. Second, *Otter Tail* did not address the issue presented here, i.e., whether the Commission may lawfully condition certificated services so as to prevent unduly discriminatory and anticompetitive behavior. Third, while the Federal Power Act and the Natural Gas Act are, in most respects, in *pari materia,* there is no provision in the FPA similar to Section 7(c) of the NGA. Finally, *Otter Tail* dealt specifically with the District Court's power to impose remedies for antitrust violations, not with the Commission's ability to lawfully condition a grant of authority so as to prevent unduly discriminatory and anticompetitive behavior.[11] Thus, *Otter Tail* is simply inapposite.

The *FP&L* case is easily distinguishable from the decision below. Under the facts in that case, the court held that the Commission's order did, in effect, impose common carrier status on the utility. But there is a critical distinction. The court in *FP&L* specifically found that the Commission did not order wheeling as a remedy for anticompetitive conduct. The court observed that the question of the Commission's authority in that respect was an open one, concluding:

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[10] The Federal Power Act ("FPA"), 16 U.S.C. §§791a-824k (1935).

[11] As an interesting aside, Otter Tail Power Company argued that it would face severe financial problems if compelled to serve. The Supreme Court recognized the argument as a familiar one in antitrust cases, and cited its opinion in *United States v. Arnold, Schwinn and Co.,* 388 U.S. 365, 375 (1967): "The promotion of self-interest alone does not invoke the rule of reason to immunize otherwise illegal conduct." *Compare* the argument in Section B.3 *supra.*

> In the instant case, however, we need not resolve the question as to what power the Commission may have to remedy antitrust violations, since we conclude that the Commission did not rely on this rationale.

FP&L, 660 F.2d at 678. In stark contrast, the decision below upheld specific Commission findings, based on a massive record, that pipelines possess substantial market power, that they have exercised this power to deny captive customers access to competitively priced gas, and that this practice has denied consumers access to gas at the lowest reasonable rates. (J.A. 30a). Thus, the Commission here did precisely what it did not do in *FP&L:* it framed its order as a remedy for anticompetitive behavior.

Similarly, in *Richmond,* there was no finding that wheeling on a selective basis would defeat regulatory controls and the competitive incentives necessary to protect all consumers. Moreover, it was specifically found that the party alleging discrimination "spurned the opportunity to demonstrate that particular activities were unreasonably anticompetitive or discriminatory." Thus, the Commission, consistent with Congressional intent, correctly ruled that a "decision to wheel for one customer but not for another is not *automatically* discriminatory." *Richmond,* 574 F.2d at 623 (emphasis added). In sharp contrast to *Richmond* and the other wheeling cases, the decision below and Order No. 436 contain specific findings concerning the anticompetitive and unduly discriminatory behavior of pipelines and specifically invoke the exercise of the Commission's NGA Section 7 authority to remedy that behavior.[12]

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[12] Section 7 of the NGA has been described by the Supreme Court as the "heart" of the NGA, *Atlantic Refining Co.,* 360 U.S. at 388.

The *NYSE&G* case is also readily distinguishable from the decision below. The case dealt with the Commission's "new" authority to order wheeling under the Public Utility Regulatory Policies Act.[13] The court found that the Commission had not made the findings required by PURPA and remanded the order to the Commission for consideration of the same. *NYSE&G,* 638 F.2d at 401-02. The decision did not address the Commission's authority to compel wheeling in the face of specific findings of unduly discriminatory and anti-competitive behavior.

Finally, the *Central West* case does not advance the petitioners' argument. There, the court held that an electric utility could not be compelled to *enlarge* its facilities so as to serve additional customers. *Central West,* 247 F.2d at 312-19. Nothing in the decision below compels pipelines to build additional facilities or expand existing ones. Thus, *Central West* is simply inapposite.

In conclusion, the allegedly conflicting decisions relied upon by the petitioners are readily distinguishable upon both the facts and the law. Accordingly, they present no basis for the grant of certiorari.

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[13] The Public Utility Regulatory Policies Act of 1978 ("PURPA"), 16 U.S.C. §§824a-824k (1982).

CONCLUSION

The Petitions For Writ Of Certiorari should be denied.

Respectfully submitted,

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